

Minneapolis Park and Recreation Board
Regular Meeting

Mary Merrill Minneapolis
Park and Recreation Board
Headquarters - Board Room
Minneapolis, MN 55411
www.minneapolis-parks.org

~ Agenda ~

Wednesday, November 20, 2024 - 5:00 PM

Meeting Times are subject to change based on discussion from previous meetings.

President

President Meg Forney

Vice President

Vice President Cathy Abene

Commissioners

Commissioner District 3 Becky Alper

Commissioner District 1 Billy Menz

Commissioner District 5 Steffanie Musich

Commissioner At Large Tom Olsen

Commissioner At Large Charles Rucker

Commissioner District 4 Elizabeth Shaffer

Commissioner District 2 Becka Thompson

I. CALL TO ORDER

II. APPROVAL OF AGENDA

II.1.

APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

IV. CLOSED SESSION

NO ITEMS

V. REPORTS OF APPOINTEES TO OUTSIDE BOARDS, COMMISSIONS OR COMMITTEES

VI. 5:30 p.m. OPEN TIME

VII. 5:45 p.m. Public Hearing

SECOND PUBLIC HEARING FOR RENAMING XCEL FIELD PARK TO XCEL ENERGY PARK

VIII. CONSENT BUSINESS

VIII.1.

Resolution 2024-255

RESOLUTION ACCEPTING A MISSISSIPPI NATIONAL RIVER AND RECREATION AREA STATE AND LOCAL ASSISTANCE GRANT AWARD FROM THE NATIONAL PARK SERVICE IN THE AMOUNT OF UP TO \$640,000 FOR CONSTRUCTION OF INTERSECTION IMPROVEMENTS, AN UNDERPASS, AND TRAIL CONNECTING GRACO PARK, WITHIN ABOVE THE FALLS REGIONAL PARK, AND BOOM ISLAND PARK, WITHIN CENTRAL MISSISSIPPI RIVERFRONT REGIONAL PARK

VIII.2.

Resolution 2024-256

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO EBERT CONSTRUCTION, INC. IN THE AMOUNT OF \$383,300.00 FOR THE LAKE HARRIET PARK IMPROVEMENTS - BANDSHELL, PICNIC SHELTER, PLANTER SEATING AND YACHT CLUB, BID EVENT MPLMN NO. 3276, PENDING APPROVAL BY THE CITY OF MINNEAPOLIS FINANCE AND PROPERTY SERVICES-PROCUREMENT DIVISION AND MINNEAPOLIS CIVIL RIGHTS DEPARTMENT, AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF A 10% CONSTRUCTION CONTINGENCY UP TO \$38,330.00 FOR NECESSARY CONSTRUCTION CHANGE ORDERS THAT MAY ARISE WITH THE CONTRACT

VIII.3.

Resolution 2024-257

RESOLUTION APPROVING AMENDMENT NO. 2 TO PROFESSIONAL SERVICES AGREEMENT #COM0006535 WITH KIMLEY HORN TO PROVIDE CONSTRUCTION ADMINISTRATIVE SERVICES RELATED TO THE EAST BANK TRAIL UNDERPASS AND INTERSECTION IMPROVEMENT PROJECT, LOCATED WITHIN ABOVE THE FALLS REGIONAL PARK AND CENTRAL MISSISSIPPI RIVERFRONT REGIONAL PARK, FOR AN ADDITIONAL FEE NOT TO EXCEED \$297,000 AND A NEW CONTRACT TOTAL OF \$874,500

VIII.4.

RESOLUTION 2024-258

RESOLUTION APPROVING THE NEGOTIATED SETTLEMENT ACCORDING TO TERMS OF THE AGREEMENT AS DISCUSSED IN A CLOSED SESSION ON DECEMBER 4, 2024, FOR INJURIES SUSTAINED BY AN EMPLOYEE WHILE WORKING FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

VIII.5.

Resolution 2024-136

RESOLUTION ACCEPTING A DONATION OF MAINTENANCE EQUIPMENT FROM THE TORO COMPANY AS PART OF THE MINNEAPOLIS PARK AND RECREATION BOARD'S PARTICIPATION IN RESEARCH ADVANCING A NET ZERO EMISSIONS POSITION FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

VIII.6.

Resolution 2024-259

RESOLUTION ACCEPTING THE BLACK VISIONS DONATION OF \$140,000 TO PROVIDE ASSISTANCE FOR PRIVATE PROPERTY TREE REMOVAL ASSESSMENTS FOR HOMESTEAD PROPERTY OWNERS THAT RESIDE WITHIN CENSUS TRACTS DEFINED AS DISADVANTAGED BY THE WHITE HOUSE COUNCIL ON ENVIRONMENTAL QUALITY CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST) IN THE CITY OF MINNEAPOLIS

VIII.7.

Resolution 2024-260

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO VERSACON, INC. IN THE AMOUNT OF \$295,000 TO CONSTRUCT A NEW MAINTENANCE STORAGE BUILDING AT THE FRANCIS A. GROSS NATIONAL GOLF COURSE, BID EVENT #3285, PENDING APPROVAL BY CITY OF MINNEAPOLIS PROCUREMENT AND CIVIL RIGHTS DEPARTMENTS AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF A 10% CONSTRUCTION CONTINGENCY UP TO \$29,500 FOR NECESSARY CONSTRUCTION CHANGE ORDERS THAT MAY ARISE WITH THE CONTRACT

IX. REPORTS OF STANDING COMMITTEES

IX.A. Planning Committee

- XI.A.1. **Resolution 2024-225**
RESOLUTION APPROVING THE PREFERRED CONCEPT PLAN FOR HARRISON PARK
PLAYGROUND AND PARK IMPROVEMENTS PROJECT
- XI.A.2. **Resolution 2024-224**
RESOLUTION ADOPTING THE MINNEAPOLIS PARK AND RECREATION BOARD MIDTOWN
GREENWAY REGIONAL TRAIL PLAN
- XI.A.3. **Resolution 2024-226**
RESOLUTION APPROVING THE FINAL CONCEPT PLAN FOR THE EAST SIDE OF ELLIOT PARK
- XI.A.4. **Resolution 2024-220**
RESOLUTION APPROVING AMENDMENT NO. 6 TO LICENSE AGREEMENT L-304 WITH
STATE OF MINNESOTA, DEPARTMENT OF PUBLIC SAFETY, FOR OFFICE SPACE FOR
MINNESOTA STATE PATROL AT MPRB HEADQUARTERS BUILDING, 2117 WEST RIVER
ROAD
- XI.A.5. **Resolution 2024-231**
RESOLUTION APPROVING THE PURCHASE OF LAND FROM THE CITY OF MINNEAPOLIS AT
3500 HUMBOLDT AVENUE NORTH, 3437 15TH AVENUE SOUTH, AND 2215 CHICAGO
AVENUE FOR A TOTAL OF \$66,225.00 FOR THE PURPOSE OF PERPETUATING EXISTING
COMMUNITY GARDEN SITES

IX.B. Administration and Finance Committee

NO ITEMS

IX.C. Recreation Committee

NO ITEMS

IX.D. Operations and Environment Committee

NO ITEMS

IX.E. Legislative and Inter-Governmental Committee

NO ITEMS

IX.F. Standards and Conduct Committee

NO ITEMS

X. UNFINISHED BUSINESS

Resolutions:

X.1. Resolution 2024-261

RESOLUTION RECEIVING AND FILING THE FINANCIAL STATUS REPORT OF THE MINNEAPOLIS PARK AND RECREATION BOARD AS OF THE THIRD QUARTER, 2024 AND FILE SAID REPORT AS A PERMANENT RECORD WITH THE SECRETARY OF THE BOARD

X.2. Resolution 2024-262

RESOLUTION APPROVING AN AMENDED JOINT POWERS AGREEMENT, INCLUDING CHANGING THE NAME TO A COOPERATIVE AGREEMENT, BETWEEN THE MINNEAPOLIS PARK AND RECREATION BOARD, THE CITY OF MINNEAPOLIS, AND THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY FOR THE MIDTOWN GREENWAY, PENDING DESIGNATION AS A METROPOLITAN PARKS REGIONAL TRAIL

Discussion Item:

X.3.

D 2024

PRESENTATION OF NEW MODEL FOR CITYWIDE NEEDS BASED FREE AND REDUCED COST YOUTH PROGRAMMING STRATEGY

X.4.

D 2024

DISCUSSION OF DIAMOND SPORTS FACILITIES STUDY AND IMPROVEMENT OF FIELDS FOR HIGH SCHOOL GIRLS SOFTBALL

XI. NEW BUSINESS

XII. REPORTS OF OFFICERS

XIII. PETITIONS AND COMMUNICATIONS

XIII.1.

PC 2024

MINNEAPOLIS PARK & RECREATION BOARD ACTIVE PROFESSIONAL SERVICE AGREEMENT 11-21-2024

XIII.2.

PC 2024

DEPARTMENT BUDGET ACTIONS 3RD QUARTER UPDATE

XIII.3.

PC 2024

PARK POLICE BODY WORN CAMERA BIENNIAL AUDIT REPORT

XIV. ADJOURNMENT



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: December 4, 2024

SUBJECT: SECOND PUBLIC HEARING FOR RENAMING XCEL FIELD PARK TO XCEL ENERGY PARK

BACKGROUND

The second public hearing for the consideration of renaming "Xcel Field Park" to "Xcel Energy Park" will be held on December 4, 2024 at 5:45 p.m. in the Board Room at the Mary Merrill Minneapolis Park and Recreation Board Headquarters building located at 2117 West River Road, Minneapolis, Minnesota. Individuals can sign up to speak at the meeting in person before 5:45 p.m. on the day of the hearing. Comments to be included in the public record may also be sent to OpenTime@minneapolisparcs.org by 3:00 pm on December 4.

This is the second of two public hearings for the naming nomination per the MPRB's Naming Policy.

RECOMMENDATION

Public hearing is presented as part of the MPRB's naming policy. No approvals requested as this hearing.

This discussion items supports the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

04. Work from our strengths and determine our role in partnerships

Strategy:

Attachments:

Jbr 12.4.2024



Resolution 2024-255

RESOLUTION ACCEPTING A MISSISSIPPI NATIONAL RIVER AND RECREATION AREA STATE AND LOCAL ASSISTANCE GRANT AWARD FROM THE NATIONAL PARK SERVICE IN THE AMOUNT OF UP TO \$640,000 FOR CONSTRUCTION OF INTERSECTION IMPROVEMENTS, AN UNDERPASS, AND TRAIL CONNECTING GRACO PARK, WITHIN ABOVE THE FALLS REGIONAL PARK, AND BOOM ISLAND PARK, WITHIN CENTRAL MISSISSIPPI RIVERFRONT REGIONAL PARK

Whereas, The Minneapolis Park and Recreation Board (MPRB) was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

Whereas, MPRB owns and operates Graco Park within Above the Falls Regional Park, which is currently undergoing a design and construction process;

Whereas, During the community engagement period, intersection improvements and a safe passage under the Plymouth Avenue bridge were named as priorities for the park improvements connecting Above the Falls Regional Park and Central Mississippi Riverfront Regional Park;

Whereas, MPRB was awarded a grant for the underpass and intersection improvements from Metropolitan Council and the Transportation Advisory Board (TAB), which act as the Metropolitan Planning Organization (MPO) for the seven county Twin Cities region, for federal transportation funds in the amount of \$2,560,000 dollars with a required 20% local match for a total project cost of \$3,200,000;

Whereas, MPRB has been awarded a Mississippi National River and Recreation Area State and Local Assistance Grant from the National Park Service in the amount of up to \$640,000 for intersection improvements at Plymouth Avenue and Sibley Street, an underpass under Plymouth Avenue bridge, and trail connections, in the amount of \$640,000 dollars to help meet the required 20% local match for a total project cost of \$3,200,000; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 5: "Expand focus on health equity;"

RESOLVED, That the Board of Commissioners accepts a Mississippi National River and Recreation Area State and Local Assistance Grant award from the National Park Service in the amount of up to \$640,000 for construction of intersection improvements, an underpass, and trail connecting Graco Park, within Above the Falls Regional Park, and Boom Island Park, within Central Mississippi Riverfront Regional Park;

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION ACCEPTING A MISSISSIPPI NATIONAL RIVER AND RECREATION AREA STATE AND LOCAL ASSISTANCE GRANT AWARD FROM THE NATIONAL PARK SERVICE IN THE AMOUNT OF UP TO \$640,000 FOR CONSTRUCTION OF INTERSECTION IMPROVEMENTS, AN UNDERPASS, AND TRAIL CONNECTING GRACO PARK, WITHIN ABOVE THE FALLS REGIONAL PARK AND BOOM ISLAND PARK, WITHIN CENTRAL MISSISSIPPI RIVERFRONT REGIONAL PARK

BACKGROUND

This resolution will accept a Mississippi National River and Recreation Area (MNRRA) State and Local Assistance grant award from the National Park Service in the amount of up to \$640,000 for construction of intersection improvements, an underpass, and trail connecting Graco Park, within Above the Falls Regional Park, and Boom Island Park, within Central Mississippi Riverfront Regional Park.

The East Bank Trail corridor extends 4.6 miles along the Mississippi River from the Stone Arch Bridge in downtown Minneapolis to St. Anthony Parkway in northeast Minneapolis. The southern two miles of the trail corridor are currently in place while the northern 1.6 miles are planned to be constructed in conjunction with ongoing riverfront land acquisition activities by the Minneapolis Park and Recreation Board (MPRB). The proposed project is located where the existing trail crosses Plymouth Avenue, which represents the only at-grade roadway crossing of the trail corridor. MPRB is currently completing plans for the development of Graco Park north of Plymouth Avenue which will function as a 9-acre companion to the established Boom Island Park part of the Central Mississippi Regional Park located south of Plymouth Avenue. Pedestrian and bicycle traffic between the two regional parks as well as bike and pedestrian traffic utilizing the East Bank Regional Trail for longer trips is expected to increase from 200 per day to approximately 2,000 per day at Plymouth Avenue. All pedestrians and cyclists will be required to cross Plymouth Avenue at Sibley Street at-grade without the proposed improvements.

The project shifts the alignment for the East Bank Trail away from Sibley Street and towards the Mississippi River and includes a trail underpass of Plymouth Avenue, a new wider trail bridge over the Boom Island Marina outlet and a dedicated trail facility through the Boom Island marina plaza area. These changes are supported by the Central Mississippi River Regional Park Master Plan and the Above the Falls Master Plan. The project also includes safety improvements at the intersection of Plymouth Avenue and Sibley Street to enhance the visibility of pedestrians and



calm traffic speeds through this intersection. The proposed underpass and intersection improvements will provide users a facility for the Tier 1 Regional Bicycle Transportation Network (RBTN), a safe means of crossing Plymouth Avenue and accessing the regional parks as well as the East Bank Regional Trail whether they choose to cross at-grade (Sibley Street) or utilizing the proposed grade separation improvements.

FUNDING / COST SUMMARY

Sources	\$5,076,565.14
St. Anthony West PDF - 2022 Budget	\$525,000.00
Regional Solicitation grant	\$2,560,000.00
2024 National Park Service - Alt. Transportation System Plan	\$640,000.00
Sheridan Neighborhood PDF	\$144,064.00
Graco Park 2020 Parks and Trail Transfer	\$250,000.00
Minneapolis Public Works for bridge approaches	\$235,955.00
Graco Park Construction Balance Transfer	\$164,755.19
Central Mississippi Riverfront Regional Park 2025 Parks and Trails	\$556,790.95
Uses	\$4,779,565.14
Special Consultants/Soft Costs	\$65,125.00
Kimley Horn-Professional Services Agreement	\$577,500.00
City of Minneapolis - Coordinated Construction Improvements	\$55,740.00
Low Voltage/Security Upgrades	\$6,442.31
Construction Contract - Kraemer NA	\$3,790,472.40
7.5% Construction Contingency	\$284,285.43
Remainder	\$297,000.00

Within the project scope certain sections of trail are existing and are being realigned, so those segments of trail will not result in additional maintenance. Some segments of trail as well as the shared use pedestrian bridge are new amenities and therefore will result in the need for additional maintenance funds being spent. Planning staff has been coordinating with the Finance Department to budget and maintain these new amenities within the 2025 service level budgets.



PREVIOUS BOARD ACTIONS

April 20, 2022

Resolution 2022-60: Resolution Approving the Graco Park Design Concept within Above the Falls Regional Park

RECOMMENDATION

Staff would recommend that the Board of Commissioners accept a Mississippi National River and Recreation Area State and Local Assistance Grant award from the National Park Service in the amount of up to \$640,000 for construction of intersection improvements, an underpass, and trail connecting Graco Park, within Above the Falls Regional Park and Boom Island Park, within Central Mississippi Riverfront Regional Park.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

05. Expand focus on health equity

Strategy:

03. Support year-round, multimodal, vehicular, non-motorized, and shared mobility options that create safe recreation and commuter access to and through parks and the Grand Rounds through infrastructure, filling trail gaps, traffic calming, maintenance, promotion, crash reduction, and education on trail protocols.

The project is also included as a planned off-street bicycle facility in the Minneapolis 2040 Comprehensive Plan, and as part of the Graco Park and East Bank Trail project in the Above the Falls Master Plan. It is also included in the ongoing Graco Park master plan, as supported by community engagement. The Boom Island Park improvements are included in the Central Mississippi Riverfront Master Plan.

Attachments:

1. Attachment A - Grant Award Notice from National Park Service

Cka 11/22

ARA 11/22 11:00 am

MJS: 11/25/2024 11:35 am

Jbr 12.4.2024



Minneapolis
Park & Recreation Board



Resolution 2024-256

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO EBERT CONSTRUCTION, INC. IN THE AMOUNT OF \$383,300.00 FOR THE LAKE HARRIET PARK IMPROVEMENTS - BANDSHELL, PICNIC SHELTER, PLANTER SEATING AND YACHT CLUB, BID EVENT MPLMN NO. 3276, PENDING APPROVAL BY THE CITY OF MINNEAPOLIS FINANCE AND PROPERTY SERVICES-PROCUREMENT DIVISION AND MINNEAPOLIS CIVIL RIGHTS DEPARTMENT, AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF A 10% CONSTRUCTION CONTINGENCY UP TO \$38,330.00 FOR NECESSARY CONSTRUCTION CHANGE ORDERS THAT MAY ARISE WITH THE CONTRACT

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of the Minneapolis park system;

Whereas, The MPRB is authorized to contract with public and private entities in the performance of its functions;

Whereas, The MPRB owns and operates the Lake Harriet Bandshell and a nearby Picnic Shelter and Yacht Club;

Whereas, The Lake Harriet Bandshell, Picnic Shelter, and Yacht Club, located within the Minneapolis Chain of Lakes Regional Park, are iconic assets of the Minneapolis park system;

Whereas, The Lake Harriet Bandshell, Picnic Shelter, and Yacht Club were constructed in 1985, 1990 and 2006, respectively, to provide space for outdoor performances, public gatherings, public amenities, food vending and programming;

Whereas, In Fall 2024 Bentz Thompson Rietow Architects conducted assessments of the Picnic Shelter and Yacht Club buildings, which revealed a need for replacement of the roof shingles and other improvements;

Whereas, Design and construction documents demonstrating remedial actions based on the assessments were prepared by Bentz Thompson Rietow Architects;

Whereas, The MPRB publicly solicited and received two (2) bids on October 31, 2024, per Bid Event MPLMN #3276, for the additional Lake Harriet Park Improvements;

Whereas, Bids have been reviewed and tabulated with the apparent low bid submitted by Ebert Construction, Inc. with a base bid of \$383,300.00;



Whereas, The bid offered by Ebert Construction, Inc. is currently under review by the City of Minneapolis Finance and Property Services – Procurement Division and the Minneapolis Civil Rights Department for approval;

Whereas, The MPRB is has compiled multiple funding sources to pay for the renovation work; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, which envisions in Goal 3 to “Provide Core Services with Care;”

RESOLVED, That the Board of Commissioners awards a construction contract to Ebert Construction, Inc. in the amount of \$383,300.00 for the Lake Harriet Park Improvements- Bandshell, Picnic Shelter, Planter Seating and Yacht Club, Bid Event MPLMN No. 3276, pending approval by the City of Minneapolis Finance and Property Services- Procurement Division and Minneapolis Civil Rights Department, and further authorizes administrative use of 10% construction contingency up to \$38,330.00 for necessary construction change orders that may arise with the contract; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO EBERT CONSTRUCTION, INC. IN THE AMOUNT OF \$383,300.00 FOR THE LAKE HARRIET PARK IMPROVEMENTS - BANDSHELL, PICNIC SHELTER, PLANTER SEATING AND YACHT CLUB, BID EVENT MPLMN NO. 3276, PENDING APPROVAL BY THE CITY OF MINNEAPOLIS FINANCE AND PROPERTY SERVICES-PROCUREMENT DIVISION AND MINNEAPOLIS CIVIL RIGHTS DEPARTMENT, AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF A 10% CONSTRUCTION CONTINGENCY UP TO \$38,330.00 FOR NECESSARY CONSTRUCTION CHANGE ORDERS THAT MAY ARISE WITH THE CONTRACT

BACKGROUND

This resolution considers the award of a construction contract to Ebert Construction, Inc. in the amount of \$383,300.00 for the additional improvements at Lake Harriet Park project, Bid Event MPLMN No. 3276, pending review by the City of Minneapolis Finance and Property Services - Procurement Division and Civil Rights Department. The resolution also considers authorizing administrative use of a 10% construction contingency up to \$38,330.00 for necessary construction change orders that may arise with the contract.

Following repairs to the Bandshell at Lake Harriet, staff engaged Bentz Thompson Rietow Architects to conduct further assessments of the Bandshell, Picnic Shelter, planter seating, and Yacht Club, all situated near the initial work performed at the Bandshell. Based on the assessments, the architect was directed to prepared documents demonstrating necessary remedial actions and suitable for bidding.

On September 27, 2024, the Minneapolis Park and Recreation Board publicly solicited bids to renovate the additional buildings and received two bids for the Lake Harriet Park Improvements - Bandshell, Picnic Shelter, Planter Seating and Yacht Club facilities. The apparent low bid was submitted by Ebert Construction, Inc. (*Attachment A*). The bid offered by Ebert Construction, Inc. is currently being reviewed by the City of Minneapolis Finance and Property Services - Procurement Division and Minneapolis Civil Rights Department to determine that all requirements for award of a contract are met. Pending the Board's approval of the contract, approval by the Procurement Division and Civil Rights Department, and Ebert Construction, Inc. submitting all the required paperwork, construction would begin in Winter 2025.



The work included in the project includes:

- Demolition and replacement of the roof shingles, portions of soffits and wood trim at the Picnic Shelter and Yacht Club buildings;
- Replacement of the Picnic Shelter wall construction with low wall and built-in seating;
- Construction of or repairs to built-in seating at the existing planters;
- Replacement of the wood doors with hollow metals doors and frames at the Bandshell;
- NOTE--- The phase of construction covered in the Ebert Construction, Inc. contract does not include repairs and renovation of the small kiosk, and historic women's and men's restroom buildings. The smalls kiosk repair will be coordinated with MPRB staff including the repairs and painting of the side walls of the Picnic Shelter and Yacht Club buildings. Work on the historic women's and men's restroom buildings will be reviewed, designed and bid out at a later time.

The project consultant team (*see Attachment B*) along with MPRB staff recommend that a construction contract for the rest of the Lake Harriet Park Improvements – Bandshell, Picnic Shelter, Planter Seating and Yacht Club be awarded to Ebert Construction, Inc., pending approval from the City of Minneapolis Finance and Property Services - Procurement Division and Minneapolis Civil Rights Department, should all requirements for award of a contract are met.

Funding to support the Lake Harriet Park Improvements – Bandshell, Picnic Shelter, Planter Seating and Yacht Club project has been allocated from the sources approved by the Board of Commissioners on November 30, 2022 through Resolution 2022-331. On September 20, 2023 and through Resolution 2023-173, the Board of Commissioners amended the 2023 Capital Improvement Program to allocate additional funds received from the State of Minnesota as a result of the 2023 Legislative Session to the Lake Harriet Bandshell area within the Minneapolis Chain of Lakes Regional Park:

FUNDING AND COSTS

Sources	Amount	\$3,453,764
2020, 2021 and 2022 Excess O&M Lottery Proceeds	\$893,270	
Reallocation of Reg. Park O&M Lottery Proceeds, Trash & Recycling - 2014	\$209,044	
WCRA Surplus Distribution	\$1,261,450	
North Mississippi Master Plan (2022 CIP funds)	\$300,000	
2023 Enterprise, Capital Improvement Funds	\$300,000	
2023 Excess O & M Lottery Proceeds	\$490,000	



Uses		\$3,412,106
PSA – Bentz/Thompson/Rietow, Inc	\$360,000	
MPRB Staff Time	\$40,000	
Other Testing and Engineering	\$25,000	
Landscaping and Planting by MPRB Staff	\$6,546	
PH. 1 Construction Contract Ebert Construction, Inc.	\$2,558,930	
PH. 2 Construction Contract Ebert Construction, Inc.	\$383,300	Pending Board Approval
10% Construction Contingency	\$38,330	Pending Board Approval
Project Balance		\$41,658

PREVIOUS BOARD ACTIONS

April 3, 2024	Resolution 2024-73: Resolution approving Change Order No. 4 with Ebert Construction, Inc., contract No. COM0006302, for the Lake Harriet Bandshell and Refectory Renovation Project, in the amount of \$10,656.00 for a new contract total of \$2,559,029.93
January 17, 2024	Resolution 2024-2: Resolution approving Amendment No. 1 to Professional Services Agreement #COM0005920 with Bentz/Thompson/Rietow, Inc. related to additional services for the Lake Harriet Bandshell, Refectory Roof Replacement and Improvements within the Minneapolis Chain of Lakes Regional Park in the amount of \$66,806.00 for a new contract total of \$360,806.00
September 20, 2023	Resolution 2023-173: Resolution amending the 2023 Capital Improvement Program to allocate a portion of the additional funds received from the State of Minnesota as a result of the 2023 Legislative Session, as follows: \$490,000 in Lottery in Lieu O & M to the Lake Harriet Bandshell area within Minneapolis Chain of Lakes Regional Park; \$400,000 in General Fund O & M to Plank Road Rehabilitation within Central Mississippi Riverfront Regional Park; \$138,000 in General Fund O & M to rehabilitation of Picnic Structures at Boom Island Park within Central Mississippi Riverfront Regional Park; and \$1,000,000 in General Fund O & M to Rehabilitation of Walls and Stairways within Minnehaha Regional Park



November 30, 2022	Resolution 2022-133: Ebert Construction, Inc. In the amount of \$2,387,000.00 for the Lake Harriet Bandshell and concessions Pavilion renovation, Bid Event MPLMN #2206, pending review by the City of Minneapolis Finance and Property Services - Procurement Division and Minneapolis Civil Rights Department, authorizing administrative use of 7% construction contingency up to \$167,090.00 for necessary construction change orders that may arise with the contract, and allocating \$893,270.00 from the 2020, 2021 and 2022 excess operations and maintenance lottery proceeds, \$209,044.00 reallocation of 2014 Regional Park operations and maintenance funds, allocating \$1,261,450.00 of workers' compensation reinsurance association surplus distribution; further allocating \$300,000 of Enterprise Capital Improvement Plan and amending the 2022 Capital Improvement Program to reallocate \$300,000.00 from the North Mississippi Regional Park Master Plan and Programmatic Plan for this project
July 20, 2022	Resolution 2022-228: Resolution Authorizing a Professional Services Agreement with Bentz/Thompson/Rietow, Inc. to provide architectural services for the Lake Harriet Bandshell and Concessions Pavilion in the Chain of Lakes Regional Park for a fee not to exceed \$294,000.00 and Allocating Excess Operations and Maintenance Lottery In Lieu of proceeds in the amount of \$308,600.00

RECOMMENDATION

Staff recommends that the Board of Commissioners award a construction contract to Ebert Construction, Inc., In the amount of \$383,300.00 for the Lake Harriet Park Improvements – Bandshell, Picnic Shelter, Planter Seating and Yacht Club, Bid Event MPLMN No. 3276, pending approval by City of Minneapolis Finance and Property Services - Procurement Division and Minneapolis Civil Rights Department, and further authorize administrative use of 10% construction contingency up to \$38,330.00 for necessary construction change orders that may arise with the contract.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

03. Provide core services with care

Strategy:

3.2: Care for existing historic and cultural resources, public art and memorial collection through planning, staffing, inventory, management and conservation.



03. Provide core services with care 3.17: Build and renovate recreation centers with versatility of use as the core principle, large room sizes, ample storage, technology enhancements, sustainable building methods, and comfort in summer heat.

Attachments:

1. Attachment A-Bid Tabulation – BID EVENT 3276
2. Attachment B-Bid Award Letter

Cka 11/22/24 - 3:27 pm

MJS 11/25/2024 5:12 PM

Jbr 12.4.2024

Bid Tabulation
Improvements for Lake Harriet Bandshell
Event 3276
Bid Close Date: 10/31/2024 AT 2PM CST
Buyer Name: Paul Kranz

Bidder Name	Description	UOM	Quantity	Total Cost
Ebert, Inc.	Improvements for Lake Harriet Park Bandshell	LMP	1.0000	\$383,300.00
Construction Results Corporation	Improvements for Lake Harriet Park Bandshell	LMP	1.0000	\$796,962.00



900 2nd Ave S #400, Minneapolis, MN 55402 612-332-1234 BTR-Architects.com

BENTZ
THOMPSON
RIETOW

11/08/2024

Clifton Swenson
Director, Design and Project Management
Minneapolis Park and Recreation Board, Planning Services
2117 West River Road N, Minneapolis, MN 55411
Minneapolis, MN 55411

Re: Lake Harriet Bandshell & Refectory Renovations

Dear Mr. Swenson,

On October 18, 2022, two bids were received for the Lake Harriet Bandshell and Refectory Renovations. Ebert Construction submitted the lowest bid of \$383,300. The bidding documents did not include any alternates to be considered. We contacted Jacob Erickson, representative of Ebert, who reported they are confident in their submitted bid. Given Ebert's recent direct experience with refurbishing the Bandshell and Refectory, we have every reason to believe that their bid is as well informed as it can be. Therefore, we recommend the project be awarded to Ebert Construction.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jonathan Strand".

Jonathan Strand AIA, LEED AP BD+C

cc:

Francisca Pass
Ann Voda
File



Resolution 2024-257

**RESOLUTION APPROVING AMENDMENT NO. 2 TO PROFESSIONAL SERVICES AGREEMENT
#COM0006535 WITH KIMLEY HORN TO PROVIDE CONSTRUCTION ADMINISTRATIVE SERVICES
RELATED TO THE EAST BANK TRAIL UNDERPASS AND INTERSECTION IMPROVEMENT PROJECT,
LOCATED WITHIN ABOVE THE FALLS REGIONAL PARK AND CENTRAL MISSISSIPPI RIVERFRONT
REGIONAL PARK, FOR AN ADDITIONAL FEE NOT TO EXCEED \$297,000 AND A NEW CONTRACT
TOTAL OF \$874,500**

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of Minneapolis parks and lakes;

Whereas, The MPRB is authorized to contract with public and private entities in the performance of its functions;

Whereas, The East Bank Trail Underpass and Intersection Improvements project, located between Boom Island Park, part of Central Mississippi Riverfront Regional Park, and Graco Park, part of Above the Falls Regional Park, envisions a trail along the East Bank under Plymouth Avenue;

Whereas, In early 2022, MPRB requested qualifications from firms to provide design and engineering services for the intersection improvements and to provide support with the Metropolitan Council Regional Solicitation grant proposal to fund construction of an underpass, new pedestrian bridge, intersection improvements, and trail connections;

Whereas, The MPRB entered into Professional Services Agreement #COM0005053 with Kimley Horn on March 9, 2022 for \$52,500.00, to aid the MPRB in the application process for Regional Solicitation grant funding related to the East Bank Trail Improvements project;

Whereas, MPRB's Regional Solicitation grant request was successful and MPRB was awarded the Regional Solicitation grant for \$2,560,000;

Whereas, Following award of the Regional Solicitation grant the MPRB entered into a new PSA with Kimley Horn, #COM0006535, in the amount of \$517,500 to provide design and engineering services for the federally funded underpass, intersection improvements, and trail connections design related to the East Bank Trail Improvements;

Whereas, Amendment No. 1 with Kimley Horn was previously approved, increasing their PSA in the amount of \$60,000, for a new contract amount of \$577,500, to account for design efforts specific to coordinating with Minneapolis Public Works on Plymouth Avenue Bridge upgrades as it relates to the East Bank Trail underpass, as well as aiding the MPRB with the public bidding process;



Whereas, The MPRB publicly solicited and received three (3) bids on September 10, 2024 per Bid Event MPLMN No. 3245, for East Bank Trail Improvements;

Whereas, MPRB staff and consultants reviewed the low base bid offered by Kraemer North America, LLC. and found it to be complete and correct and supported award of a construction contract;

Whereas, It is now necessary to amend Professional Services Agreement #COM0006535 with Kimley Horn a second time in the amount of \$297,000, for a new contract total of \$874,500, to include construction administrative services (*Attachment A*);

Whereas, MPRB staff have reviewed the request for additional compensation and finds it to be necessary and appropriate; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 3: "Provide core services with care" and Goal 4: "Work from our strengths and determine our role in partnerships;"

RESOLVED, That the Board of Commissioners approves Amendment No. 2 to Professional Services Agreement #COM0006535 with Kimley Horn to provide construction administrative services related to the East Bank Trail Underpass and Intersection Improvement Project, located within Above the Falls Regional Park and Central Mississippi Riverfront Regional Park, for an additional fee not to exceed \$297,000, and a new contract total of \$874,500; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION APPROVING AMENDMENT NO. 2 TO PROFESSIONAL SERVICES AGREEMENT #COM0006535 WITH KIMLEY HORN TO PROVIDE CONSTRUCTION ADMINISTRATIVE SERVICES RELATED TO THE EAST BANK TRAIL UNDERPASS AND INTERSECTION IMPROVEMENT PROJECT, LOCATED WITHIN ABOVE THE FALLS REGIONAL PARK AND CENTRAL MISSISSIPPI RIVERFRONT REGIONAL PARK, FOR AN ADDITIONAL FEE NOT TO EXCEED \$297,000 AND A NEW CONTRACT TOTAL OF \$874,500

BACKGROUND

This resolution considers the approval of Amendment No. 2 to the Professional Services Agreement, #COM0006535, with Kimley Horn, in the amount of \$297,000, to provide construction administrative services related to the East Bank Trail Underpass and Intersection Improvement project. The new total for the Professional Services Agreement (PSA) with Kimley Horn would be \$874,500.

In early 2022, the Minneapolis Park and Recreation Board (MPRB) requested and received qualifications from three firms to provide support with the Metropolitan Council Regional Solicitation grant proposal to fund construction of the underpass, intersection improvements, and trail connections. Kimley Horn was awarded this work, and a PSA was developed for the first stage of the necessary scope. The continuation of their work was contingent on the MPRB receiving the Regional Solicitation funding. MPRB was awarded the funding, secured a source for the local match, and a new PSA with Kimley Horn was developed to provide design and engineering services for the underpass, intersection improvements and trail connections. Now, upon award of a successful bid, it is necessary to amend the PSA with Kimley Horn a second time to include construction services for the underpass, intersection improvements, and trail connections.

This project shifts the alignment for the East Bank Trail away from Sibley Street and towards the Mississippi River and includes a trail underpass of Plymouth Avenue, a new wider trail bridge over the Boom Island Marina outlet and a dedicated trail facility through the Boom Island marina plaza area. These changes are supported by the Central Mississippi River Regional Park Master Plan and the Above the Falls Master Plan and were approved by the Board of Commissioners in Spring 2022 with the Graco Park final concept approval. The project also includes safety improvements at the intersection of Plymouth Avenue and Sibley Street to enhance the visibility of pedestrians



and calm traffic speeds through this intersection. The proposed underpass and intersection improvements will provide users of the Tier 1 Regional Bicycle Transportation Network (RBTN) facility, safe means of crossing Plymouth Avenue and accessing the regional parks as well as the East Bank Regional Trail whether they choose to cross at-grade (Sibley Street) or utilize the proposed grade separation improvements.

FUNDING / COST SUMMARY

Sources	\$5,076,565.14
St. Anthony West PDF - 2022 Budget	\$ 525,000.00
Regional Solicitation Grant	\$ 2,560,000.00
2024 National Park Service - Alt. Transportation System Plan	\$ 640,000.00
Sheridan Neighborhood PDF	\$ 144,064.00
Graco Park 2020 Parks and Trails transfer	\$ 250,000.00
Minneapolis Public Works - Bridge Approaches	\$ 235,955.00
Graco Park Construction Balance Transfer	\$ 164,755.19
Central Mississippi Riverfront Regional Park 2025 Parks and Trails	\$ 556,790.95
Uses	\$5,076,565.14
Special Consultants/Soft Costs	\$ 65,125.00
Kimley Horn Professional Services Agreement	\$ 577,500.00
Kimley Horn PSA Amendment No. 2	\$ 297,000.00
City of Minneapolis - Coordinated Construction Improvements	\$ 55,740.00
Low Voltage/Security Upgrades	\$ 6,442.31
Construction Contract - Kraemer NA	\$ 3,790,472.40
7.5% Construction Contingency	\$ 284,285.43
Remainder	\$ -

Within the project scope certain sections of trail are existing and are being realigned, so those segments of trail will not result in additional maintenance. Some segments of trail as well as the shared use pedestrian bridge are new amenities and therefore will result in the need for additional maintenance funds being spent. Planning staff has been coordinating with the Finance Department to budget and maintain these new amenities within the 2025 service level budgets.

PREVIOUS BOARD ACTIONS

November 20, 2024 Resolution 2024-227: Resolution Awarding a Construction Contract to Kraemer North America, LLC for its Base Bid Amount of \$3,790,472,40



for the East Bank Trail Improvements Project, Located Within Above the Falls Regional Park and Central Mississippi Riverfront Regional Park, Bid Event MPLMN NO. 3245, Pending Approval by City of Minneapolis Finance and Property Services Procurement Division and Minneapolis Civil Rights Department and Authorizing Administrative Use of a 7.5% Construction Contingency up to \$284,285.43 for Necessary Construction Change Orders that may Arise with the Contract

July 24, 2024	Resolution 2024-140: Resolution Approving Amendment No. 1 to Professional Services Agreement COM0006535 with Kimley-Horn to Provide Additional Scope Related to Plymouth Avenue Bridge Design Tasks and Public Bidding Assistance for the East Bank Trail Improvements Within Above the Falls Regional Park for an Additional Fee not to Exceed \$60,000 and a New Contract Total of \$577,500
June 19, 2024	Resolution 2024-122: Resolution Approving Agreement for Operations and Maintenance of East Bank Trail Underpass Connection with the City of Minneapolis for East Bank Trail Underpass, Intersection Improvements, and Connections within Central Mississippi Riverfront Regional Park and Above the Falls Regional Park
June 19, 2024	Resolution 2024-121: Resolution Approving Construction and Cost Sharing Cooperative Agreement with the City of Minneapolis for East Bank Trail Underpass, Intersection Improvements, and Connections within Central Mississippi Riverfront Regional Park and Above the Falls Regional Park
July 19, 2023	Resolution 2023-136: Resolution Amending the 2023 Capital Improvement Program to Allocate \$144,064 from the Sheridan Neighborhood Portion and \$525,000 from the Saint Anthony West Portion of the Dibble-Hornstein Parkland Dedication Fund to Provide the Local Match Required for the Regional Solicitation Grant from Metropolitan Council for construction of Intersection Improvements, an Underpass, and Trail Connecting Graco Park within Above the Falls Regional Park and Boom Island Park within Central Mississippi Regional Park
February 15, 2023	Resolution 2023-20: Resolution authorizing a Professional Services Agreement with Kimley-Horn Associates, Inc. to provide Professional Services for a Fee not to Exceed \$517,500 under the Regional Solicitation Grant awarded to Minneapolis Park and Recreation Board



for Graco Park within Above The Falls Regional Park and Boom Island Park within Central Mississippi Riverfront Regional Park

February 15, 2023 Resolution 2023-17: Resolution accepting a Regional Solicitation award from the Metropolitan Council in the Amount of up to \$2,560,000 for Construction of Intersection Improvements, an Underpass, and Trail connecting Graco Park, within Above The Falls Regional Park and Boom Island park, within Central Mississippi Riverfront Regional Park

April 20, 2022 Resolution 2022-60: Resolution Approving the Graco Park Design Concept within Above the Falls Regional Park

RECOMMENDATION

Staff recommends the Board of Commissioners approve Amendment No. 2 to the Professional Services Agreement #COM0006535 with Kimley Horn to provide construction administrative services related to the East Bank Trail Underpass and Intersection Improvement project located within Above the Falls Regional Park and Central Mississippi Riverfront Regional Park for an additional fee not to exceed \$297,000, and new contract total of \$874,500.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

03. Provide core services with care

04. Work from our strengths and determine our role in partnerships

Strategy:

3.13: Prioritize excellence in daily maintenance of parks including best practices in waste management, winter maintenance, facilities maintenance, and landscaping services to meet the distinct needs of the regional and neighborhood parks.

4.8: Create system-wide connections to and through parks for pedestrians, cyclists, and transit riders based on master plans and in collaboration with agency partners.

Attachments:

Attachment A - Kimley Horn Additional Services Request No. 2- East Bank Trail Improvements

CS 11/22 12:51

MJS: 11/25/2024 11:40 AM



Jbr 12.4.2024



Minneapolis
Park & Recreation Board

Ms. Carrie Christensen, Senior Planner
Minneapolis Park & Recreation Board
2117 West River Road
Minneapolis, MN 55411-2227

Re: East Bank Trail Improvements, Graco Park – Boom Island Park
Contract Amendment #2 for Professional Services

Dear Carrie,

Kimley-Horn and Associates, Inc. (“Kimley-Horn”) requests your consideration of this proposed amendment for professional services related to the construction of the trail link between Boom Island Park and Graco Park. This proposal outlines the additional work tasks associated with progressing the project through construction. The scope of additional professional services is outlined below:

SCOPE OF ADDITIONAL SERVICES

Kimley-Horn will provide additional professional services related to providing construction assistance as outlined below:

Task 4.4 Plymouth Avenue Expansion Joint Replacement Plans

As a part of coordination with Minneapolis Public Works staff, the cost share agreement between MPRB and Public Works includes compensation for design and construction related soft costs associated with the Plymouth Avenue Bridge eastern expansion joint replacement. Amendment #1 included \$44,000 for these soft costs based on the estimated construction cost for this work. Applying 25% to the actual bid cost for the work results in a soft cost reimbursement from Minneapolis to the MPRB of \$46,700. This amendment includes the \$2,700 additional funds for design and construction services based on the actual bid cost.

Task 10 Construction Services (new task)

Kimley-Horn will provide comprehensive construction assistance services for the MPRB necessary to ensure the proposed improvements are constructed in accordance with the plans, Federal Aid requirements and stakeholder agency conditions. Our proposed construction services are itemized as follows:

Task 10.1 Construction Administration Services

Kimley-Horn will provide construction administration services for the project. Kimley-Horn’s project manager Greg Brown will lead the Kimley-Horn construction phase services team ensuring continuity from design through construction. Construction administration will include the following services:

1. Organize and facilitate a preconstruction meeting and regular (weekly or biweekly) construction meetings. Preconstruction meeting anticipated to occur in late November, 2024, weekly construction meetings anticipated to begin in January, 2025 a total of 30 construction meetings is assumed.
2. Administration of Federal Aid Delegated Contracting Program (DCP) documentation as outlined in the State Aid Construction Manual. This includes documents to be completed prior to start of construction activities.
3. Confirmation that applicable construction permits are obtained by the Contractor prior to construction.
4. Review and approval of monthly contractor pay requests.
5. Administration of contract changes including contractor negotiations, preparation of change order and supplemental agreement documents, coordinate review and approval with MnDOT on pricing, and change order and supplemental agreement documents.
6. Track and respond to Contractor Requests for Information (RFIs).
7. Track and respond to Contractor submittals.
8. Track construction progress, identify potential schedule impacts and mitigation strategies.
9. Collect and review contractor payroll and EEO (Equal Employment Opportunity) documentation necessary for Federal Aid labor compliance.



Task 10.2 Structural Engineering Services

The primary elements of this project include a new cast-in-place concrete pedestrian bridge and a new precast concrete pedestrian underpass. Kimley-Horn structural engineers that have prepared the plans will provide shop drawing review and design review of foundation and precast arch construction documents prepared by the precast arch fabricator. Kimley-Horn will coordinate MnDOT Bridge review and approval of bridge and underpass design submittals as appropriate. Structural engineers will also provide responses to Contractor RFIs and attend on-site meetings when appropriate to interpret plans or develop modifications to structural details.

Task 10.3 Utility and Stakeholder Coordination

Kimley-Horn will work with Kraemer Inc. to ensure utility owners are notified of changes or relocations needed for their facilities. The primary stakeholder is the City of Minneapolis Public Works department which owns streetlighting, roadway signage, sanitary, storm sewer, watermain infrastructure as well the Plymouth Avenue bridge and pavements within the Plymouth Avenue ROW. Kimley-Horn has led coordination with various groups within public works during the design process and will continue that effort through construction. Kimley-Horn field personnel will coordinate with the Minneapolis Paving Department for materials testing necessary for the project. It is assumed that MPRB project staff will coordinate with others at the MPRB to communicate project status and potential impacts to programmed activities at Graco Park and Boom Island Park.

Task 10.4 Geotechnical Engineering Services

Both the pedestrian bridge and underpass include pile foundations. It is anticipated that geotechnical engineering review and confirmation of pile foundations during construction will be needed to ensure the piling will perform as intended based on actual soil and bedrock conditions encountered during construction. Geotechnical Engineers from Barr Engineering will provide review of field conditions during foundation phases of construction.

Task 10.5 Construction Observation Services

Kimley-Horn will provide construction observation services for the duration of the project to include the following components:

1. Provide part-time visual oversight of all construction activities. Construction observation is anticipated to range from approximately 2 hours per day for low intensity, low complexity activities (e.g. removals, restoration) to 4 hours per day for medium intensity activities to 10 hours per day for high intensity, high complexity activities (piling, concrete placement). Field inspection activities will be performed by individuals with appropriate MnDOT certifications as required by Federal Aid DCP requirements. Our field inspection effort is based on 12 weeks of low intensity contractor operations, 12 weeks of medium intensity contractor operations and 4 weeks of high intensity contractor operations.
2. Complete daily reports and documentation of material quantities placed in the work and associated pay items (Item Record Accounts).
3. Complete MnDOT formatted weekly construction summary reports.
4. Review contractor SWPPP logs and perform erosion control quality assurance inspections.
5. Maintain project photo/video documentation of construction progress.
6. Coordinate with Minneapolis traffic department on RRFB and lighting installation.
7. Coordinate with Minneapolis Paving Department for materials testing.
8. Coordinate MnDOT Plant inspections for concrete and bituminous material placement.
9. Review Traffic Control prior to traffic switches/detour signage installation.
10. Perform monthly payroll compliance, field interviews with contractor, subcontractor and trucking staff.
11. Maintain quality documentation for MnDOT Local Agency DCP compliance.
12. Prepare punchlist and follow-up inspection to ensure contractor completion.



Task 10.6 Construction Contract Closeout Services

Kimley-Horn will oversee construction contract closeout activities to include the following components:

1. Prepare punchlist and follow-up inspection to ensure contractor completion.
2. Compile and submit documentation required by State Aid Construction Manual for MnDOT Local Agency DCP compliance.
3. Provide project closeout documentation to terminate the NPDES permit and other permits.

SCHEDULE

Construction activities are anticipated to begin in early December 2024 and be substantially complete by early October 31, 2025. Contract closeout activities are anticipated to be complete by December 31, 2025.

Requested Fees

Below is a breakdown of requested additional fees associated with Amendment #2 organized by task.

Task	Proposed Fee
Task 4.4: Plymouth Avenue Bridge Expansion Joint Replacement Plans	\$ 2,700
Task 10.1: Construction Administration (new task)	\$ 60,000
Task 10.2: Structural Engineering Support Services (new task)	\$ 35,000
Task 10.3: Utility and Stakeholder Coordination (new task)	\$ 15,000
Task 10.4: Geotechnical Engineering Services (new task)	\$ 8,000
Task 10.5: Construction Observation Services (new task)	\$ 160,000
Task 10.5: Construction Contract Closeout Services (new task)	\$ 15,000
Estimated Fees	\$ 1,300
Total Estimated Proposed Professional Fees and Expenses	\$ 297,000

Kimley-Horn will not exceed the total revised maximum fee shown without prior authorization. We therefore propose to increase our total not-to-exceed contract amount by \$297,000 from \$577,500 to \$874,500. Our proposed construction assistance fees represent approximately 7.8% of the construction bid cost. Please contact me at 612.503.8523 or greg.brown@kimley-horn.com with any questions or comments you may have regarding this proposal.

Sincerely,

Kimley-Horn and Associates, Inc.

A handwritten signature in black ink, appearing to read "Gregory S. Brown".

Gregory S. Brown, P.E.
Senior Civil Engineer Associate



RESOLUTION 2024-258

RESOLUTION APPROVING THE NEGOTIATED SETTLEMENT ACCORDING TO TERMS OF THE AGREEMENT AS DISCUSSED IN A CLOSED SESSION ON DECEMBER 4, 2024, FOR INJURIES SUSTAINED BY AN EMPLOYEE WHILE WORKING FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

Whereas, The Minneapolis Park & Recreation Board (MPRB) is the steward of the Minneapolis park system;

Whereas, Minnesota workers' compensation law requires all employers to purchase workers' compensation or become self-insured;

Whereas, An employee of the Minneapolis Park & Recreation Board submitted workers' compensation claims for injuries sustained while working;

Whereas, The Minneapolis Park & Recreation Board has worked with SFM Risk Solutions as its Third-Party Administrator and Workers' Compensation Attorney, Karen Charlson, to negotiate a settlement of injuries claimed by the employee as a result of employment by the Minneapolis Park & Recreation Board; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021 – 2036 which sets the goal of "Goal 8: Cultivate a thriving workforce;"

RESOLVED, That the Board of Commissioners approve the negotiated settlement according to terms of the agreement as discussed in a closed session on December 4, 2024, for injuries sustained by an employee while working for the Minneapolis Park & Recreation Board; and

RESOLVED, That the President and Secretary of the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: December 4, 2024

SUBJECT: RESOLUTION APPROVING THE NEGOTIATED SETTLEMENT ACCORDING TO TERMS OF THE AGREEMENT AS DISCUSSED IN A CLOSED SESSION ON DECEMBER 4, 2024, FOR INJURIES SUSTAINED BY AN EMPLOYEE WHILE WORKING FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

BACKGROUND

This action considers a negotiated workers' compensation settlement. Staff has worked with SFM Risk Solutions as its Third Party Administrator and their Workers' Compensation Attorney, Karen Charlson, to negotiate a settlement of injuries claimed by an employee of the Minneapolis Park and Recreation Board.

RECOMMENDATION

Staff recommends approval of the negotiated settlement according to terms of the agreement as discussed in a closed session on December 4, 2024, for injuries sustained by an employee while working for the Minneapolis Park & Recreation Board.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

08. Cultivate a thriving workforce	8.8 Ensure a proactively safe workplace through systems of accountability, training and support.

Jbr 12.4.2024



Resolution 2024-136

RESOLUTION ACCEPTING A DONATION OF MAINTENANCE EQUIPMENT FROM THE TORO COMPANY AS PART OF THE MINNEAPOLIS PARK AND RECREATION BOARD'S PARTICIPATION IN RESEARCH ADVANCING A NET ZERO EMISSIONS POSITION FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

Whereas, The Minneapolis Park and Recreation Board (MPRB) was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

Whereas, MPRB cares for a wide range of park facilities, including neighborhood and regional parks, recreation fields, and golf courses, among others, with each containing a range of landscape types;

Whereas, Each park facility and landscape type carries the needs for specialized maintenance and perpetuation;

Whereas, MPRB entered into a Memorandum of Understanding with The Toro Company (TTC) through Resolution 2023-70 wherein TTC would conduct research through a number of leading park agencies across the United States with diverse holdings and locations, including the MPRB, in an effort to gain insights aimed at a position of net zero emissions;

Whereas, To gain contemporary and comparative data relative to maintenance equipment, TTC is providing to the MPRB six battery-powered trimmer/blower combination equipment sets (Equipment Set) for use in the daily operations and maintenance of its parks and golf courses;

Whereas, Upon completion of the collection of data, TTC intends to donate the Equipment Sets to the MPRB; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, which envisions Goal 3: "Provide core services with care" and Goal 4 "Work from our strengths and determine our role in partnerships;"

RESOLVED, That the Board of Commissioners accepts a donation of maintenance equipment from The Toro Company as part of the Minneapolis Park and Recreation Board's participation in research advancing a net zero emissions position for the Minneapolis Park and Recreation Board; and

RESOLVED, That the President of the Board and Secretary of the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION ACCEPTING A DONATION OF MAINTENANCE EQUIPMENT FROM THE TORO COMPANY AS PART OF THE MINNEAPOLIS PARK AND RECREATION BOARD'S PARTICIPATION IN RESEARCH ADVANCING A NET ZERO EMISSIONS POSITION FOR THE MINNEAPOLIS PARK AND RECREATION BOARD

BACKGROUND

This resolution considers acceptance of a donation of maintenance equipment from The Toro Company (TTC) as part of the Minneapolis Park and Recreation Board's (MPRB) participation in research advancing a net zero emissions position for MPRB. The donation is ten battery-powered trimmer/blower combination equipment sets for use in the daily operations and maintenance of its parks and golf courses as referenced in the attached Net Zero Emissions Project Test Participant Agreement (*Attachment A*).

The Board of Commissioners previously approved Resolution 2023-70 entering into a Memorandum of Understanding with TTC wherein TTC would conduct research in an effort to gain insights aimed at a position of net zero emissions. MPRB is one of a handful of parks organizations selected by TTC to participate in the research program. Data collected through a first season of operations was shared with staff at a series of meetings in late August.

The equipment sets will be distributed to each of the five service areas with one directed to each of five MPRB golf courses. TTC will track use of the equipment to gain contemporary and comparative data relative to maintenance equipment. Upon completion of the data collection, TTC will donate the equipment to MPRB.

There is no cost to MPRB related to TTC's donation. MPRB's costs for participation in the net zero study is limited to staff time in meetings and assembly of baseline data used by TTC in its research.

PRIOR BOARD ACTION:

April 12, 2023	Resolution 2023-70 Resolution Approving a Memorandum of Understanding Between the Minneapolis Park and Recreation Board and The Toro Company Regarding the Conduct of Research and Delivery of Guidance Advancing a Net Zero Emissions Position for the Park Board



RECOMMENDATION

Staff recommends that the Board of Commissioners accept a donation of maintenance equipment from The Toro Company as part of the Minneapolis Park and Recreation Board's participation in research advancing a net zero emissions position for the Minneapolis Park and Recreation Board.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

03: Provide core services with care

03: Provide core services with care

04: Work from our strengths and

Strategy:

3.5: Evaluate all equipment replacements with sustainable technology alternatives in mind.

3.16: Strive to achieve equitable levels of service across the system through data-driven analysis and alignment with MPRB values.

4.13: Collaborate with other agencies and organizations determine our role in partnerships to share best practices in parks and recreation, governance, engagement and public service.

Attachments:

Attachment A - Net Zero Emissions Project Test Participant Agreement

ARA: 11/25/2024 2:05 PM

MJS: 11/25/2024 5:17 PM

Jbr 12.4.2024

NET ZERO EMISSIONS PROJECT TEST PARTICIPANT AGREEMENT

This Net Zero Emissions Project Test Participant Agreement (“Agreement”) is made between **Minneapolis Park and Recreation Board** (“Agency”) and **The Toro Company** (“Manufacturer”) and effective as of _____, 2024 (“Effective Date”).

1. **Net Zero Emissions Project Test.** In connection with the Net Zero Emissions Project, Agency will receive certain product from Manufacturer or The Toro Company Foundation, which may include accessories and documentation relating to it, as listed below, subject to availability:

Product	Model
String Trimmer	66110T
Backpack baretool	66000T
Blower cannon	66100T
Tether	66005
6-Pod Charger	66550
10Ah (Retail)	66810
5.0Ah (Production)	145-1463
2.5Ah (Production)	137-9442

The product(s), their specifications and related technical information, and all updates or revisions thereto, are referred to as the “Net Zero Emissions Project Test Material”.

2. **Objectives.** Manufacturer is providing the Net Zero Emissions Project Test Material to Agency for the following objectives:
 - a. Agencies will have the opportunity to learn the following:
 - i. How electric equipment could be integrated into existing operations,
 - ii. Impact of electric handheld on agency sustainability goals,
 - iii. How battery charging affects operation and infrastructure needs,
 - iv. How they might decide to deploy electric equipment across their system, and
 - v. Infrastructure development considerations.
 - b. Manufacturer will have the opportunity to learn the following:
 - i. Unique needs of park and rec agencies regarding use of electric handheld equipment,
 - ii. Impact of electric handheld on agency sustainability goals,

- iii. Product improvement opportunities, and
 - iv. Understand how to stage investment in future electric product offerings.
3. **No Transfer.** Net Zero Emissions Project Test Material may not be transferred by Agency to any third party or any individual for any reason until at least after three (3) years after termination of this Agreement.
4. **Manufacturer's Obligations.** Manufacturer will (a) deliver Net Zero Emissions Project Test Material to its commercial distributor MTI, who in turn will hand deliver the product to the Agency and the approximate delivery date is July 2024; and (b) provide support in its discretion for Net Zero Emissions Project Test Material.
5. **Agency's Obligations.** Agency agrees to regularly use the Net Zero Emissions Project Test Material and provide regular feedback to Manufacturer on the Net Zero Emissions Project Test Materials and Agency's user experience, including the impact on Agency's overall sustainability initiatives, particularly useful features, and suggested additional functionality Agency would like to see. Agency agrees to promptly respond to reasonable inquiries from Manufacturer.
- a. Any feedback, ideas, modifications, suggestions, improvements, and the like made by Agency with respect to the Net Zero Emissions Project Test Material ("Supportive Information") will be the property of Manufacturer. Agency hereby assigns, all right, title, and interest worldwide in the Supportive Information and the related intellectual property rights to Manufacturer. Manufacturer may disclose or use Supportive Information for any purposes whatsoever without obligation to Agency.
 - b. Agency represents and warrants that it is responsible for complying with any applicable laws or policies that are applicable to Manufacturer's transfer of Net Zero Emissions Project Test Materials to Agency pursuant to the Net Zero Emissions Project. In addition, Agency represents and warrants that (1) this Agreement complies with all of Agency's applicable policies relating to contracts of this nature and receipt of products without cash consideration; and (2) nothing that Manufacturer provided in connection with this Agreement was solicited by a government official in violation of applicable law or government purchasing rules or guidelines.
6. **Proprietary Rights; No Right to Copy, Modify, or Disassemble.** All applicable rights in all copyrights, trademarks, trade secrets, trade names, patents, and other intellectual property rights in or associated with the Net Zero Emissions Project Test Material are solely Manufacturer's. Agency may not copy or reproduce any Net Zero Emissions Project Test Material. Agency shall not remove or deface any portion of any text on any part of the Net Zero Emissions Project Test Material. Agency shall not reverse engineer, alter, modify, disassemble or decompile the Net Zero Emissions Project Test Material, or any part thereof.
7. **Term and Termination; Survival.** The term of this Agreement shall begin on Effective Date and shall continue through December 31, 2025; provided, however, that the Agency may keep the Net Zero Emissions Project Test Material after termination or expiration of this Agreement unless the Manufacturer, in its sole discretion, requests to have the Net Zero Emissions Project Test Material shipped to Manufacturer at Manufacturer's expense. This Agreement may be terminated at any time for any reason by either party giving ten days prior written notice to the other party. Sections 5(a), 6, 7, 8, 9, 10, and 11, and any other provisions that would normally survive, shall survive the termination of this Agreement.

8. **Limitation of Liability and Disclaimer.** IN NO EVENT SHALL MANUFACTURER BE LIABLE TO PARTICIPANT OR ANY THIRD PARTY FOR ANY GENERAL, INCIDENTAL, CONSEQUENTIAL, INDIRECT, DIRECT, SPECIAL, OR PUNITIVE DAMAGES, ARISING OUT OF OR RELATING TO THE NET ZERO EMISSIONS PROJECT TEST MATERIAL OR THE TRANSACTIONS CONTEMPLATED HEREIN, UNLESS SUCH NET ZERO EMISSIONS PROJECT MATERIAL MALFUNCTIONS AS A RESULT OF MANUFACTURER'S NEGLIGENCE. MANUFACTURER MAKES NO AND HEREBY DISCLAIMS ANY REPRESENTATION OR WARRANTY WHATSOEVER WITH RESPECT TO THE ZERO EMISSIONS PROJECT TEST MATERIAL AND AGENCY ACKNOWLEDGES THAT THE ZERO EMISSIONS PROJECT TEST MATERIAL LISTED IN SECTION 1 OF THIS AGREEMENT (1) IS MERELY AN ESTIMATE AND THE FINAL SHIPMENT MAY VARY FROM THE LIST ABOVE; (2) MAY NOT WORK OR STOP WORKING; OR (3) MAY ARRIVE LATE OR ON A DIFFERENT DELIVERY DATE THAN STATED ABOVE. AGENCY'S SOLE AND EXCLUSIVE REMEDY FOR ANY BREACH OF THIS AGREEMENT BY MANUFACTURER IS TO TERMINATE THIS AGREEMENT.
9. **Waiver.** A waiver of any default hereunder or of any of the terms and conditions of this Agreement shall not be deemed to be a continuing waiver or a waiver of any other default or of any other term or condition, but shall apply solely to the instance to which such waiver is directed.
10. **Assignment; Severability.** Agency may not assign any rights under this Agreement; any attempted assignment shall be null and void. If any part of this Agreement is invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of any other part or provision of this Agreement.
11. **Governing Law.** This Agreement is governed by Minnesota law, excluding its conflict of law provisions. Federal or state courts in Minnesota have exclusive jurisdiction to hear any dispute relating to this Agreement.
12. **Entire Agreement; Modification.** This Agreement is the entire agreement between the parties regarding the subject matter hereof and supersedes any and all prior agreements. This Agreement may not be modified or amended except in a writing signed by both parties.

By signing below, the authorized representative of each party agrees that it has the necessary rights and authority to enter into this Agreement without the further consent of any other party.

Minneapolis Park and Recreation Board

By _____
Margret Forney
Its President

By _____
Jennifer Ringold
Its Secretary

Minneapolis Park and Recreation Board
Legal Counsel

By _____
Brian Rice

The Toro Company:

Signature

Name (Print)

Title

Date



Resolution 2024-259

RESOLUTION ACCEPTING THE BLACK VISIONS DONATION OF \$140,000 TO PROVIDE ASSISTANCE FOR PRIVATE PROPERTY TREE REMOVAL ASSESSMENTS FOR HOMESTEAD PROPERTY OWNERS THAT RESIDE WITHIN CENSUS TRACTS DEFINED AS DISADVANTAGED BY THE WHITE HOUSE COUNCIL ON ENVIRONMENTAL QUALITY CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST) IN THE CITY OF MINNEAPOLIS

Whereas, The Minneapolis Park & Recreation Board (MPRB) is the steward of Minneapolis park system;

Whereas, MPRB is the steward of the public urban forest in Minneapolis;

Whereas, MPRB has, pursuant to the provisions of Minnesota Statutes, section 18G.13 and section 429.101, subdivisions 1(6), caused certain diseased and infested trees on various private properties to be removed;

Whereas, Community has expressed that said assessments have an inequitable impact on homestead property owners within disadvantaged areas of the city and have requested assistance;

Whereas, The MPRB sought funding to provide assistance to homestead property owners, through federal and state grants and philanthropic entities;

Whereas, The City of Minneapolis and MPRB partnered and secured a federal grant that will aid homestead property owners that reside within the City of Minneapolis with said tree removals but will not provide relief retroactively;

Whereas, Black Visions have generously agreed to provide a donation of \$140,000 to represents the remaining amount needed to address retroactive relief;

Whereas, The funds will support retroactive relief for private property tree removal assessments that have been levied to Hennepin County between January 1, 2020 – December 31, 2022 to homestead properties located in the CEJST areas of Minneapolis;

Whereas, The funds provided though this donation will be combined with the remaining funds provided by the Margaret A. Cargill Fund of the Saint Paul Minnesota Foundation, fundholders at the Minneapolis Foundation, and the Mortenson Family Foundation;

Whereas, The funds will be allocated to all balances remaining;



Whereas, The Board of Commissioners acknowledges Black Visions and their value, “Black Power: Building collective power to address the harms of past and present generations is our work. With this power, we believe that we can and will influence just global movements of resilience, community action, and possibility” and the Board is grateful to accept this generous donation that supports homestead properties located within CEJST areas in Minneapolis;

Whereas, The Board of Commissioners acknowledge that this donation has been made possible through the efforts of Northside community members from organizations such as Parks and Power and Harrison Neighborhood Association, who have worked to support impacted homestead property owners; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, which sets the goal “07. Connect through communications and technology;”

RESOLVED, That the Board of Commissioners accepts the Black Visions donation of \$140,000 to provide assistance for private property tree removal assessments for homestead property owners that reside within census tracts defined as disadvantaged by the White House Council on Environmental Quality Climate and Economic Justice Screening Tool in the City of Minneapolis; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: 12/4/2024

SUBJECT: RESOLUTION ACCEPTING THE BLACK VISIONS DONATION OF \$140,000 TO PROVIDE ASSISTANCE FOR PRIVATE PROPERTY TREE REMOVAL ASSESSMENTS FOR HOMESTEAD PROPERTY OWNERS THAT RESIDE WITHIN CENSUS TRACTS DEFINED AS DISADVANTAGED BY THE WHITE HOUSE COUNCIL ON ENVIRONMENTAL QUALITY CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST) IN THE CITY OF MINNEAPOLIS

BACKGROUND

This Board action considers the acceptance of a \$140,000 donation from Black Visions, a non-profit organization, to aid private property tree removal assessments for homestead property owners that reside within CEJST areas in Minneapolis. The donation was made possible through the efforts of Northside community members from organizations such as Parks and Power and Harrison Neighborhood Association and the MPRB wants to specifically recognize the work of Roxanne O'Brien and Mitchel Hansen.

The MPRB is the steward of the urban forest and has the authority to inspect and condemn diseased or infested trees on private property in the City of Minneapolis. The emerald ash borer has been killing ash trees throughout the city since it was discovered in 2010 and the number of condemnations has increased. As we have heard from the community, assessments have an inequitable impact on homestead property owners within disadvantaged areas and they have requested assistance including retroactive assistance to January 1, 2020. The City of Minneapolis and MPRB partnered and secured a federal grant that will aid private property owners in the City of Minneapolis with tree removals but will not provide relief retroactively. The Mortenson Family Foundation's contribution will partially address this unmet need for retroactive relief.

The MPRB received through the Margaret A. Cargill Fund of the Saint Paul Minnesota Foundation contribution of \$500,000 to support retroactive relief which was used to address trees that would have been levied in 2023 and trees removed in 2024 prior to the federal grant being executed. Of that donation \$131,184.52 remains and is available for retroactive relief. The MPRB also received, through fundholders of the Minneapolis Foundation, \$200,000 and through the Mortenson Family Foundation, \$50,000 for this purpose. These amounts will be combined with the Black Vision's contribution will fully address this need for retroactive relief.

The combined total of \$521,184.52 will be utilized to provide retroactive relief for private property tree removal assessments that were levied to Hennepin County between January 1,



2020 and December 31, 2022 to homestead properties located in CEJST areas in Minneapolis.

Homestead property owners located within CEJST areas in Minneapolis with levied private property tree removal assessments during the above reference timeframe have received notifications of the relief program through several means, including mail, phone, email, social media, gov-delivery, and media.

Property owners wishing to access this program or have questions concerning this process can contact MPRB Finance Department at assessments@minneapolisparks.org or 612-230-6400.

RECOMMENDATION

Staff recommends that the Board of Commissioners accept the Black Visions donation of \$50,000 to provide assistance for private property tree removal assessments for homestead property owners that reside within census tracts defined as disadvantaged by the White House Council on Environmental Quality Climate and Economic Justice Screening Tool in the City of Minneapolis.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

07. Connect through communications and technology

Strategy:

7.4: Educate staff and the community on critical issues facing the city and region, specifically: health and wellness benefits of parks; potential linkages between park investment, gentrification, and displacement; environmental and ecological issues; the benefits of, threats to, and care of the urban tree canopy, birds, and wildlife; strategies about how to decrease waste and plastic pollution; invasive species management and prevention; climate change impacts and resiliency; shared public responsibility for waste reduction, water quality, and city-wide tree canopy; indigenous acknowledgment, history, rights, culture and perspectives; park safety and security.



Minneapolis
Park & Recreation Board



Resolution 2024-260

RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO VERSACON, INC. IN THE AMOUNT OF \$295,000 TO CONSTRUCT A NEW MAINTENANCE STORAGE BUILDING AT THE FRANCIS A. GROSS NATIONAL GOLF COURSE, BID EVENT #3285, PENDING APPROVAL BY CITY OF MINNEAPOLIS PROCUREMENT AND CIVIL RIGHTS DEPARTMENTS AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF A 10% CONSTRUCTION CONTINGENCY UP TO \$29,500 FOR NECESSARY CONSTRUCTION CHANGE ORDERS THAT MAY ARISE WITH THE CONTRACT

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of the Minneapolis park system;

Whereas, The MPRB is authorized to contract with public and private entities in the performance of its functions;

Whereas, The Francis A. Gross National Golf Course (Gross National), located at 2201 St. Anthony Boulevard is owned, operated and managed by the MPRB;

Whereas, The MPRB has allocated up to \$500,000 of Enterprise Capital Program funds to be used at Gross National to design and construct a new Golf Maintenance Storage Building near the existing maintenance area;

Whereas, The MPRB publicly solicited and received five (5) bids on November 14, 2024, per Bid Event MPLMN #3285;

Whereas, All bids have been reviewed and tabulated with the apparent low bid base bid submitted by Versacon, Inc. in the amount of \$295,100;

Whereas, MPRB staff and consultants have reviewed the bid offered by Versacon Inc. and find it to be complete and correct and support an award of a construction contract for the Maintenance Storage Building;

Whereas, Versacon, Inc has completed and is currently working on projects for the MPRB and staff find the firm qualified for work under consideration;

Whereas, This bid offered by Versacon, Inc. is under review by the City of Minneapolis Finance and Property Services – Procurement Division and Minneapolis Civil Rights Department for approval; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036,



which envisions Goal 1 “Foster Belonging and Equity” and Goal 3 “Provide Core Services with Care;”

RESOLVED, That the Board of Commissioners awards a construction contract to Versacon, Inc. in the amount of \$295,000 to construct a new Maintenance Storage Building at the Francis A. Gross National Golf Course, Bid Event #3285, pending approval by the City of Minneapolis Finance and Property Services – Procurement Division and Minneapolis Civil Rights Department and further authorizing administrative use of 10% construction contingency up to \$29,500 for necessary construction change orders that may arise with the contract; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO VERSACON, INC. IN THE AMOUNT OF \$295,000 TO CONSTRUCT A NEW MAINTENANCE STORAGE BUILDING AT THE FRANCIS A. GROSS NATIONAL GOLF COURSE, BID EVENT #3285, PENDING APPROVAL BY THE CITY OF MINNEAPOLIS FINANCE AND PROPERTY SERVICES – PROCUREMENT DIVISION AND MINNEAPOLIS CIVIL RIGHTS DEPARTMENT AND FURTHER AUTHORIZING ADMINISTRATIVE USE OF 10% CONSTRUCTION CONTINGENCY UP TO \$29,500 FOR NECESSARY CONSTRUCTION CHANGE ORDERSE THAT MAY ARISE WITH THE CONTRACT

BACKGROUND

This action considers awarding a construction contact to Versacon, Inc. in the amount of \$295,000 for the construction of a new golf maintenance storage building at Francis A. Gross National Golf Course (Gross National), under Bid Event #3285, Pending Approval by the City of Minneapolis Finance and Property Services – Procurement Division and Minneapolis Civil Rights Department and further authorizing administrative use of a 10% construction contingency up to \$29,500 for necessary construction change orders that may arise with the Contract.

On November 14, 2024, the Minneapolis Park and Recreation Board (MPRB) publicly solicited bids and received five (5) bids for the new golf maintenance storage building at Gross National (*Attachment A*). The apparent low bid was submitted by Versacon, Inc. This resolution would accept the low base bid as submitted by Versacon, Inc. for a total contract amount of \$295,000.

Following review of the bid submitted by Versacon, Inc., the project consultant recommends that a construction contract be awarded to Versacon, Inc. based on the company's responsive bid and bidder qualifications. The bid offered by Versacon, Inc. is being reviewed by the City of Minneapolis Finance and Property Services – Procurement Division and Minneapolis Civil Rights Department to determine that all requirements for award of a contract are met. Pending all necessary approvals and contract execution, construction would commence in Spring 2025.

The new golf maintenance storage building is needed for Gross National because currently over \$400,000 worth of course maintenance equipment is stored outside in the weather elements and not secured. Staff have been working for well over five years to bring this new storage building to fruition.



FUNDING / COST SUMMARY

Sources		\$ 360,000
Enterprise Fund Capital Program Budget	\$ 360,000	
Uses		\$ 360,000
Professional Services – pre-design through construction	\$ 27,500	
Professional Services – surveying, testing & reporting	\$ 4,500	
Administration and staff time	\$ 3,500	
Versacon, Inc. - Base Bid	\$ 295,000	<i>Pending Board Approval</i> <i>Pending Board Approval</i>
Versacon, Inc. - Construction Contingency 10%	\$ 29,500	
Remainder		\$ 0

Construction of this maintenance storage building will not add to the operational expenses for the golf course; in fact, this storage shed will save the golf course funds by protecting and securing valuable equipment.

RECOMMENDATION

Staff recommends that the Board of Commissioners Resolution Awarding a construction contract to Versacon, Inc. in the amount of \$295,000 to construct a new Maintenance Storage Building at the Francis A. Gross National Golf Course, Bid Event #3285, pending approval by the City of Minneapolis Finance and Property Services – Procurement Division and Minneapolis Civil Rights Department and further authorizing administrative use of 10% construction contingency up to \$29,500 for necessary construction change order that may arise with the contract.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

01. Foster belonging and equity

Strategy:

04. Provide a wide variety of programs in the parks and activities at events to promote social, multi-generational and cross-cultural interaction and that create shared community experiences to bring diverse residents together in joyful, artful, and playful purpose.



01. Foster belonging and equity

19. Create and support activities and welcoming spaces for teens and young adults in the parks for both programmed and unprogrammed activities.

02. Steward a continuum of nature and recreation

12. Invest in nature-centered play and programming for all ages.

03. Provide core services with care

11. Design and implement parks that are welcoming, climate resilient, ecologically healthy, playful, beautiful, and safe as they age.

03. Provide core services with care

12. Increase park staff, safety, programming, operations, and design capacity to meet increased demands of park system expansion, including new park acquisition, development, new facilities, increased programs, increased events and to support the implementation of the comprehensive plan.

Attachments:

Attachment A – Bid Tab

CS 11/22 - 12:41 pm

CA 11/22 – 2:22 pm

MJS 11/25/2024 -- 9:53 PM

Jbr 12.4.2024

BID TABULATION			
MINNEAPOLIS PARKS & RECREATION BOARD (MPRB) - Francis A. Gross Golf Course			
Maintenance Storage Building			
EVENT 3285			
Bid Close Date: November 14th, 2024 at 2:00 PM			
Buyer: Mallory Cina			
Name	More Info	UOM	Total Cost
VERSACON, INC.	Lump sum which includes but is not limited to construction of new building for maintenance equipment. Includes all foundation/building work, excavation, site/earthwork, erosion control, tree protection & site restoration as per the construction documents	LMP	\$295,000.00
JPMI CONSTRUCTION COMPANY	Lump sum which includes but is not limited to construction of new building for maintenance equipment. Includes all foundation/building work, excavation, site/earthwork, erosion control, tree protection & site restoration as per the construction documents	LMP	\$349,400.00
EBERT, INC.	Lump sum which includes but is not limited to construction of new building for maintenance equipment. Includes all foundation/building work, excavation, site/earthwork, erosion control, tree protection & site restoration as per the construction documents	LMP	\$373,300.00
BRENNAN CONSTRUCTION OF MN, INC.	Lump sum which includes but is not limited to construction of new building for maintenance equipment. Includes all foundation/building work, excavation, site/earthwork, erosion control, tree protection & site restoration as per the construction documents	LMP	\$384,000.00
KO CONSTRUCTION	Lump sum which includes but is not limited to construction of new building for maintenance equipment. Includes all foundation/building work, excavation, site/earthwork, erosion control, tree protection & site restoration as per the construction documents	LMP	\$418,125.00



Resolution 2024-225

RESOLUTION APPROVING THE PREFERRED CONCEPT PLAN FOR HARRISON PARK PLAYGROUND AND PARK IMPROVEMENTS PROJECT

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of Minneapolis parks and lakes;

Whereas, MPRB owns and operates Harrison Park within the North Service Area;

Whereas, The Board of Commissioners approved the Harrison Park Master Plan as part of the North Service Area Master Plan through Resolution 2019-106 at its regular meeting on February 6, 2019;

Whereas, The MPRB, through its Capital Improvement Program process, has approved and assigned funding specific to Harrison Park for the purpose of constructing elements of the North Service Area Master Plan;

Whereas, The MPRB design team held open houses, solicited public opinion through online surveys, attended neighborhood and stakeholder events, and met with MPRB staff to develop a Preferred Concept Plan for Harrison Park;

Whereas, The Preferred Concept Plan is aligned with the North Service Area Master Plan's recommendations; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, which envisions Goal 2 to "Steward and continuum of nature and recreation," Goal 3 to "Provide core services with care;"

RESOLVED, That the Board of Commissioners approves the Harrison Park Preferred Concept Plan within the North Service Area; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Planning Committee

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 20 November 2024

SUBJECT: RESOLUTION APPROVING THE PREFERRED CONCEPT PLAN FOR HARRISON PARK
PLAYGROUND AND PARK IMPROVEMENTS PROJECT

BACKGROUND

This resolution considers approval of the Preferred Concept Plan for the Harrison Park Playground and Park Improvements project (*Attachment B*).

Harrison Park is in the Harrison neighborhood and sits adjacent to Highway 55 on the north and North Irving Avenue on the east. The location of the neighborhood park is unique to many other neighborhood parks in the Minneapolis Park and Recreation Board (MPRB) system, as its Recreation Center is connected to the Harrison Education Center.

Currently the northside of Harrison Park is mainly composed of two existing baseball fields and open lawn from the previous removal of a small baseball field and tennis courts. The rest of the park includes a well-established tree canopy and a recently updated wading pool (2016). The wading pool has a zero-depth entry and contains two shade structures with seating areas. The southern portion of the park includes two separate playgrounds that are near the wading pool and an existing full-court basketball court that is in current need of repair.

In 2019, the MPRB approved the North Service Area Master Plan (NSAMP), which included Harrison Park. The approved vision plan (*Attachment A*) for Harrison Park identified a need to improve several existing park features, while increasing a stronger connection to those features within the park.

The NSAMP proposed improvements at Harrison Park include:

- New Shelter Area and Plaza,
- New and Expanded Playground,
- New Premier Youth Field,
- New All-Wheels Park,
- Update and Expand the Basketball Court to Two Courts (which includes an ice rink in winter), and
- Added Naturalized Areas.



Community Engagement

During the Winter and Spring 2024 MPRB hosted several focus groups at a local education center, such as Harrison Education Center and River Bend Education Center, attended neighborhood events with the Harrison Neighborhood Association and held several open houses at Harrison Park in collaboration with MPRB events.

Several themes and similar comments were observed around the future park improvements that include PLAY, CONNECT, and EDUCATE. Design concepts were developed to enhance and/or renovate PLAYABILITY within the park that could also include new programs to the park. The community was interested in creating new CONNECTION spaces (i.e. community gathering plaza and shade structure) and/or new enhanced CONNECTIONS to those improved park elements. Finally, the community was interested in EDUCATION, and how we teach the users and visitors about improving habit and ecology.

MPRB staff initiated an additional community engagement process for the design concepts with an online survey to reach additional users, focus groups to local education center stakeholders, attended neighborhood events (i.e. Bring Back 6th) and hosted two additional Open Houses at Harrison Park.

The result of the final feedback was the Preferred Concept Plan that considers MPRB operational requirements, and the desires of the community. The final proposed plan is also aligned with the North Service Area Master Plan and the current available funding.

Preferred Concept Plan

MPRB staff has taken the community feedback and the approved North Service Area Masterplan as the framework for developing the Preferred Concept Plan (*Attachment B*). The plan uses the guiding principles of PLAY, CONNECT, and EDUCATE.

The plan proposes to encourage PLAY by creating a playground destination with a new and improved playground that embeds ADA accessibility. The new playground will include new resilient surfacing, mounded slides, spinners, and adventure style playground features. This concept also looks to renew play by renovating the existing basketball court and add an additional sport court for new programs organized by the Harrison Recreation Center. Finally, this plan looks to enhance playability to the existing open space and existing ballfields to allow more formalized field sports.

Creating new and improved CONNECTIONS were a desire from the community. The preferred plan looks to add a new community gathering space that includes a shade structure and seating near the existing wading pool and new playground. The final design also proposes a new feature walk that connects all the new park elements and main access into the park.



Finally, the community was interested in EDUCATION and habitat improvement. This was initially noted in the approval of North Service Area Master Plan (NSAMP) and the community still embodies the idea of adding naturalized pollinator friendly areas. If funding is available additional interpretive signage would be considered to further the education of habitat improvement.

Phasing

Not everything noted in the preferred concept plan graphic is able to be constructed with the current funding allocation. Future allocations will be necessary to build out the future phases. The first phase of construction, using the currently allocated funds, is estimated to include at a minimum the priority recommendations highlighted in the preferred concept plan. Future improvements are noted on the preferred concept plan when allocated funding is available.

FUNDING

Sources		\$1,753,842.00
2022 Dibble-Hornstein Parkland Dedication Fund	\$143,158.00	
2024 Dibble-Hornstein Parkland Dedication Fund	\$21,684.00	
Neighborhood Capital Levy	\$175,000.00	
Neighborhood Capital Levy (Playground Improvements)	\$390,000.00	
NPP20	\$1,024,000.00	
Uses		\$133,284.00
BKBM Engineers, Civil Engineering	\$36,000.00	
Geotechnical and Environmental Investigations	\$24,780.00	
Project Management, Community Engagement, and Administration	\$72,504.00	
Balance Remaining for Construction		\$ 1,620,558.00

Note: Approval of this concept plan, when implemented, will add to the overall maintenance and operational costs for Asset Management. Added park features shown in this plan were identified in the 2019 approved North Service Area Master Plan and will need to be considered for a System Equity Investment Request. New Park Features include:

- *One new basketball/sport court,*
- *One new shade structure and community gathering space,*
- *One new picnic location, and*
- *New 0.25 +/- acres of naturalized prairie grasses and flowers.*



Other park improvements shown in the concept plan will replace or renovate existing park features and help to decrease maintenance and operational costs.

PREVIOUS BOARD ACTIONS

February 6, 2019 Resolution 2019-106: Resolution Approving the North Service Area Master Plan.

RECOMMENDATION

Staff recommends approval of the Preferred Concept Plan for Harrison Park Playground and Park Improvements project.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

02. Steward a continuum of nature and recreation

02. Steward a continuum of nature and recreation

03. Provide core services with care

Strategy:

2.2: Support the preservation, management, and increase in acreage of natural and naturalized areas for ecosystem benefits and for public benefit.

2.11: Prioritize new parks and new park amenities that benefit climate resilience and equitable park access.

3.11: Design and implement parks that are welcoming, climate resilient, ecologically healthy, playful, beautiful and safe as they age.

Attachments:

1. Attachment A – North Service Area Master Plan for Harrison Park
2. Attachment B – Preferred Concept Plan for Harrison Park

Jbr 11.20.2024.



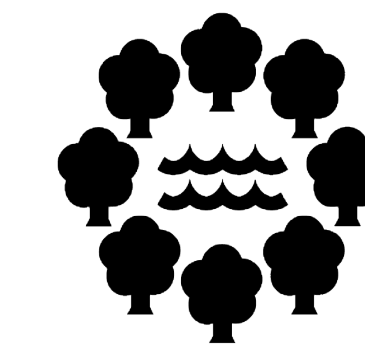
PROPOSED PLAN: HARRISON PARK

HARRISON PARK

final design concept:

This design brings a playground destination with use of active playground structures and topography that merges the two existing playgrounds. This also allows for a more all-inclusive playground that has upgraded ADA access and surfacing. A plaza with a pavilion is proposed near the existing wading pool for community gathering and additional shade. The existing basketball court would be renovated while adding a new sports court. This allows for basketball, pickleball, tennis, and other sports to be played here. An upgraded multi-use field is proposed in the existing ballfields, while leaving one backstop and ballfield. Pathways would be updated, along with additional plantings throughout the updated park.

El Diseño ofrece un destino de juegos infantiles con el uso de estructuras de juegos activas y una topografía que fusiona los dos juegos existentes. Esto también permite un área de juego mas inclusivo que tiene accesibilidad ADA y superficie mejorada. Se propone una plaza con un pabellón cerca de la piscina de niños existente para reuniones comunitarias y sombra adicional. La cancha de baloncesto existente se renovaría y se agregaría una cancha adicional. Se actualizarían los senderos, junto con plantas adicionales en toda el área del parque renovado.



Minneapolis
Park & Recreation Board



Existing Wading Pool / Piscina infantil	Playground / Patio de juegos	Planting Bed / Cama de plantación
Sport Court / Cancha deportiva	SkatePark / parque de patinaje	Naturalized Area / Área Naturalizada
Basketball Court / Cancha de baloncesto	Bike Pump Track / Pista para bicicletas	Open Lawn / Césped abierto
Multi-use Field / Campo de usos múltiples	Group Shelter / Refugio de grupo	Seating / Asientos



Resolution 2024-224

RESOLUTION ADOPTING THE MINNEAPOLIS PARK AND RECREATION BOARD MIDTOWN GREENWAY REGIONAL TRAIL PLAN

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of Minneapolis parks;

Whereas, MPRB is identified by the Metropolitan Council (The Council) as the Implementing Agency responsible for regional parks and trails within Minneapolis;

Whereas, The Council established the Midtown Greenway as a Regional Trail Search Corridor in the 2040 Regional Parks Policy Plan, adopted in 2020;

Whereas, Hennepin County Regional Railroad Authority (HCRRA) or the City of Minneapolis (The City), depending on the trail segment, is the underlying landowner of the Midtown Greenway, and the City operates the trail;

Whereas, MPRB launched a regional trail planning process in 2022 to fulfill an administrative requirement to bring the Midtown Greenway into the regional park system;

Whereas, A long-range plan, in addition to an agreement between owner, operator, and the implementing agency is required for regional status approval by The Council;

Whereas, On March 15, 2023, MPRB staff presented initial findings to the Board of Commissioners related to the regional trail planning process for the Midtown Greenway;

Whereas, On July 5, 2023, the Board of Commissioners directed staff to continue work to prepare and submit for appropriate approvals a regional trail plan and a “capital-only Joint Powers Agreement” for the Midtown Greenway that defines how funding would be allocated and used to implement capital projects, in alignment with MPRB’s community engagement policy;

Whereas, On March 20, 2024, the Board of Commissioners approved a joint powers agreement (Agreement) between MPRB, City, and HCRRA for the Midtown Greenway pending designation as a Metropolitan Parks regional trail;

Whereas, The Agreement has been approved through the City and the HCRRA approval processes;

Whereas, MPRB staff have worked in collaboration with staff from the City and HCRRA to develop the MPRB Midtown Greenway Regional Trail Plan (The Plan);



Whereas, The Plan includes narrative and graphics that describe future improvements and fulfills regional plan requirements outlined by The Council;

Whereas, The Plan builds on the design, community engagement, analysis, recommendations, and completed projects by other agencies, organizations, and the community since the inception of the Midtown Greenway;

Whereas, MPRB community engagement for The Plan focused on definition of the regional trail boundary, amenity zones and the lower cost capital amenities within them, and wayfinding and ecological enhancements shown throughout the whole regional trail boundary;

Whereas, The Midtown Greenway regional trail boundary (Regional Trail Boundary) includes land owned by MPRB adjacent to the paved Midtown Greenway trail, in which cases these properties would retain their current eligibility for local funding where applicable, while also being part of the regional park and trail system;

Whereas, The MPRB project team has refined The Plan based on comments received from MPRB staff, stakeholders, and from the general public during a comment period that concluded on August 5, 2024;

Whereas, A public hearing has been scheduled to allow additional public comment on the final Plan; and

Whereas, This resolution is supported by the MPRB 2021-2036 Comprehensive Plan under Goal 4: “Work from our strengths and determine our role in partnerships” and Goal 5: “Expand focus on health equity;”

RESOLVED, That the Board of Commissioners adopts the MPRB Midtown Greenway Regional Trail Plan; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Planning Committee

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 20 November 2024

SUBJECT: RESOLUTION ADOPTING THE MINNEAPOLIS PARK AND RECREATION BOARD
MIDTOWN GREENWAY REGIONAL TRAIL PLAN

BACKGROUND

This Board action considers approval of the Minneapolis Park and Recreation Board (MPRB) Midtown Greenway Regional Trail Plan (The Plan). Approval of this document would fulfill the second of two administrative requirements, set by the Metropolitan Council, to bring the Midtown Greenway into the regional park system. The final MPRB Midtown Greenway Regional Trail Plan is not attached to this Board action due to its size. Instead, it will be posted to the project page in concert with the public release of the Board agenda. (<https://bit.ly/greenway-regional-trail-plan>)

The Plan is a written and graphic document that fulfills regional plan requirements outlined by the Metropolitan Council. The document builds on the design, community engagement, analysis, recommendations, and completed projects by other agencies, organizations, and the community since the inception of the Midtown Greenway. Community engagement for this Plan focused on the Amenity Zones, wayfinding and ecological enhancements throughout the regional trail, and the Regional Trail Boundary, all in alignment with MPRB Resolution 2023-127. The focus on Amenity Zones created a structure for feedback on low-cost amenities. This plan is a reflection of the feedback from the prior plans as well as feedback from the project's advisory committees, operations workgroup, and the community.

Park Plan Overview

The MPRB Midtown Greenway Regional Trail Plan follows the requirements for regional plans set forth by the Metropolitan Council, and has 5 chapters:

1. **Introduction** provides an overview of the document, its purpose, and the context in which it was created.
2. **Community Engagement** provides a detailed overview of the project process and how the community was involved in the design
3. **Existing and Future Conditions** describes the natural resources and future demand forecasts for the trail.
4. **Trail Plan** is the heart of the document. It outlines corridor-wide guidance on wayfinding and ecological enhancement area locations and amenity zone locations. It also identifies owners across the parcels within the Regional Trail Boundary.



5. **Implementation** discusses how the plan will become reality and how various implementers can use the document.

Process for Tabulating Public Comment

A draft of the MPRB Midtown Greenway Regional Trail Plan document was presented to the Board of Commissioners on July 10, 2024, during an open public comment period, which ended on August 5, 2024. Since that date, staff have been tabulating public comments and considering them in light of guidance provided in Resolution 2023-127, prior plans, and overall engagement for the Plan. During the public comment period, the Draft Plan document was made available to the public online and printed copies were provided at some park locations.

This section of the background explains how the public comments were tabulated and analyzed. Tabulation and analysis followed four basic steps:

- MPRB staff read the words of each **commenter**, no matter how it was received (a “commenter” is an individual who chose to respond to the Draft Trail Plan).
- Commenters’ sentiments were put into a spreadsheet, with each separate **comment** having its own line (a “comment” is a single sentiment on a single aspect of the Plan). A particular commenter may have more than one comment. For instance, a commenter may, in a single response, raise concerns about one item, support another, and oppose a third. These three comments would be tabulated separately.
- MPRB staff grouped comments into **themes**. Each theme has a particular stance on a particular aspect of the Plan. Each theme has been given a unique identification number.
- Based on the guidance provided in MPRB Resolution 2023-127, each theme was assigned as in scope, out of scope, or both in scope and out of scope.

MPRB staff generated a response to each comment theme. These are tabulated in one of the attached matrices, which are described in the following section.

Public Comment Summary

Public comments are included with this action in several attachments:

- The **Theme Summary** (*Attachment A*) is a list of all 84 public comment themes, the categories, and a brief description of how the theme has been or could be addressed in the final MPRB Midtown Greenway Regional Trail Plan. This file is sorted by theme ID number, which is sorted by in scope, in scope/out of scope, and out of scope.
- The **Public Comment Log** (*Attachment B*) is a list of all 868 public comments—as summarized by MPRB staff—with commenter ID number, themes and theme ID numbers, methods of transmittal, and dates of transmittal. This file is sorted by theme, then by date.
- The **Comment Files** (*Attachments C and D*) are a compilation of the full un-edited text of public comments, separated by the method of transmittal.



To examine a particular theme and the exact comments that led to it, use the following process. For purposes of explanation, theme #1-44 (Support for wayfinding) was selected as an example:

1. In the Theme Summary (*Attachment A*), find theme #1-44 in the “Theme ID#” column. Note there are four comments associated with this theme.
2. In the Public Comment Log (*Attachment B*), find theme #1-44 in the “Theme ID#” column. Note that there are four lines in this matrix with this theme ID number. In the “Comment Summary” column are more specific descriptions of the actual comments.
3. Note the commenter and method associated with the four comments: online survey responses # 114628132413, # 114650300437, # 114652440522, and # 114654177915.
4. Open the Comment File for the on-line survey (*Attachment C*) and go to responses for surveys # 114628132413, # 114650300437, # 114652440522, and # 114654177915 to read the unedited texts. Note that there may be more than one comment associated with each survey number.

Of the 84 themes, 8 (10%) were supportive of some aspect of the Plan, as compared to four themes (5%) in opposition. Twenty-one themes led to Plan modifications that are included in the final MPRB Midtown Greenway Regional Trail Plan document under consideration.

It is important to note here that MPRB staff did not consider public comments to be votes on aspects of the Plan. Comments were grouped into themes and each theme was considered—even if the theme had just one single comment. In fact, 38 themes (45%) were single-comment themes.

Draft Plan Modification

The final Minneapolis Park and Recreation Board Midtown Greenway Regional Trail Plan under consideration incorporates ideas and feedback from a number of prior plans as well as feedback from this process. Updates have been made focusing on the in-scope feedback, while substantive changes to the Plan (anything beyond grammatical or minor clarifying remarks) are tabulated in (*Attachment A*): Theme Summary (in the “Response” column).

In order to address those themes that are in scope and would have an impact on the design, MPRB staff have compiled a list of general amendments that could be made to the MPRB Midtown Greenway Regional Trail Plan by the MPRB Commissioners. A portion of these themes were incorporated into the final plan document including:

- 1-03 Suggestion to add bike repair station along the Greenway,
- 1-04 Suggestion to add bike parking along the Greenway,



- 1-05 Suggestion to add drinking fountains along the Greenway,
- 1-06 Suggestion to add outdoor fitness equipment,
- 1-07 Suggestion to add grills,
- 1-08 Suggestion to add picnic tables,
- 1-09 Suggestion to add warming shelters,
- 1-10 Suggestion for additional trash cans,
- 1-11 Suggestion for expanded size of Amenity Zone 8,
- 1-17 Suggestion for additional seating,
- 1-25 Suggestion to add an amenity zone east of 28th Street,
- 1-28 Suggestion for an amenity zone on the east side of the Sabo Bridge,
- 1-29 Suggestion for an amenity zone at Brackett Park,
- 1-33 Suggestion for an amenity zone on the western end of the trail, and
- 1-36 Concern related to the gap in amenity zones on the eastern end of the trail boundary.

MPRB Commissioners may alter the Plan if they so choose, by making changes through an amendment. Therefore, the **In Scope Amendments** document (*Attachment E*) includes the basic language and map changes that would be required to modify the Plan. Thirty-two unique amendments are included as a menu of options for the Board of Commissioners. The Amendments are referenced in the Comment Theme Summary. Should the Board approve any of these amendments, it may still concurrently approve the Midtown Greenway Regional Trail Plan as a whole. MPRB Planning staff will modify the Plan before the final document is posted on-line and in project files.

It is important to note here that MPRB staff are not recommending any of the proposed amendments for inclusion in the adopted plan. The version of the plan provided with this action is the staff recommendation. The proposed amendments are merely a resource for Commissioners for making desired changes more easily. By documenting them here, all these amendments would be considered to be submitted under current Board timing rules for amendment submission.

Next Steps

Upon approval, the Minneapolis Park and Recreation Board Plan (MPRB) Midtown Greenway Regional Trail will become the policy guidance for all implementation of the low-cost amenities within the amenity zones, wayfinding and ecological enhancements within the Regional Trail Boundary, and implementation of the land owned by MPRB within the Regional Trail Boundary. As MPRB implements projects in the future, community engagement will continue to follow the MPRB Community Engagement Policy.

Upon approval, the plan will be submitted to the Metropolitan Council for approval. This is a necessary step to allow any state or regional funding to be used in this area and to permit users to be counted for development of the Metropolitan Council's Annual Use Estimate reports.



PREVIOUS BOARD ACTIONS

March 20, 2024	Resolution 2024-61: RESOLUTION APPROVING A JOINT POWERS AGREEMENT BETWEEN THE MINNEAPOLIS PARK AND RECREATION BOARD, THE CITY OF MINNEAPOLIS, AND THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY FOR THE MIDTOWN GREENWAY PENDING DESIGNATION AS A METROPOLITAN PARK REGIONAL TRAIL
September 6, 2023	Petition and Communication 2023-43: MIDTOWN GREENWAY REGIONAL TRAIL PLAN COMMUNITY ENGAGEMENT PLAN UPDATE
July 5, 2023	Resolution 2023-127: RESOLUTION DIRECTING STAFF TO PROVIDE COMMISSIONERS WITH AN OVERVIEW OF THE MINNEAPOLIS PARK AND RECREATION BOARD'S RESPONSIBILITIES AS IT RELATED TO THE OCTOBER 2000 BIKEWAYS PROJECT FINAL REPORT ON OR BY AUGUST 3, 2023 AND CONTINUE WORK TO PREPARE A REGIONAL TRAIL PLAN AND A CAPITAL ONLY JOINT POWERS AGREEMENT FOR THE MIDTOWN GREENWAY THAT IS ALIGNED WITH THE SUBMITTED COMMUNITY ENGAGEMENT PLAN AND THAT CAN BE CONSIDERED FOR APPROVAL BY MPRB AND THE METROPOLITAN COUNCIL
March 15, 2023	Discussion 2023-17: MIDTOWN GREENWAY REGIONAL TRAIL PLAN AND OPERATIONS RESEARCH FINDINGS AND DISCUSSION
September 28, 2022	Petition and Communication 2022-37: MIDTOWN GREENWAY REGIONAL TRAIL PLAN COMMUNITY ENGAGEMENT ASSESSMENT AND PLAN

RECOMMENDATION

Staff recommends that the Board of Commissioners adopt the MPRB Midtown Greenway Regional Trail Plan.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

04. Work from our strengths and determine our role in partnerships

Strategy:

4.8: Create system-wide connections to and through parks for pedestrians, cyclists, and transit riders based on master plans and in collaboration with agency partners.



05. Expand focus on health equity
- 5.3: Support year-round, multimodal, vehicular, non-motorized, and shared mobility options that create safe recreation and commuter access to and through parks and the Grand Rounds through infrastructure, filling trail gaps, traffic calming, maintenance, promotion, crash reduction, and education on trail protocols.

Attachments:

1. Attachment A - Comment Theme Summary
2. Attachment B - Public Comment Log
3. Attachment C - Online Survey and In Person Community Engagement
4. Attachment D - Emails
5. Attachment E - In Scope Amendments

Jbr 11.20.2024.

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
In Scope	MPRB	1-01	Suggestion to clarify/modify document text or graphics	14	Most of these comments were addressed in the final trail plan document.	n/a
In Scope	City, HCRRA, MPRB	1-02	Suggestion for a plaza at Bryant Avenue	1	This location is not in an amenity zone. It was looked at as a possible additional amenity zone location, but was not selected because there is an existing amenity zone at Soo Line Garden just 3 blocks to the east.	A
In Scope	City, HCRRA, MPRB	1-03	Suggestion to add bike repair station along the Greenway	7	This low cost amenity was incorporated into the cost estimates for amenity zones.	B
In Scope	City, HCRRA, MPRB	1-04	Suggestion to add bike parking along the Greenway	3	This low cost amenity was incorporated into the cost estimates for amenity zones.	C
In Scope	City, HCRRA, MPRB	1-05	Suggestion to add drinking fountains along the Greenway	15	Additional funding for this low cost amenity was incorporated into the cost estimates for amenity zones.	D
In Scope	City, HCRRA, MPRB	1-06	Suggestion to add outdoor fitness equipment	1	This low cost amenity was incorporated into the cost estimates for amenity zones.	E
In Scope	City, HCRRA, MPRB	1-07	Suggestion to add grills	1	This low cost amenity was incorporated into the cost estimates for amenity zones.	F
In Scope	City, HCRRA, MPRB	1-08	Suggestion to add picnic tables	2	This low cost amenity was incorporated into the cost estimates for amenity zones.	G
In Scope	City, HCRRA, MPRB	1-09	Suggestion to add warming shelters	1	This low cost amenity was incorporated into the cost estimates for amenity zones.	H
In Scope	City, HCRRA, MPRB	1-10	Suggestion for additional trash cans	2	By adding 3 additional amenity zones, that increases the opportunities for trash cans to be added and was incorporated into the cost estimates.	I
In Scope	MPRB	1-11	Suggestion for expanded size of Amenity Zone 8	1	The amenity zone circle was modified to include a larger area around this trail entry point.	J
In Scope		1-12	Suggestion to add urban agriculture zones	5	There isn't room to add urban agriculture within the amenity zone areas. However, there are three MPRB park areas within the regional trail boundary that include urban agriculture. The Mall Park and CEPRO Site both include urban agriculture in their adopted park plans, some of which has been implemented. Soo Line Garden is also an existing community garden.	K

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
In Scope		1-13	Suggestion for bike skills features along the Greenway.	1	This would be a park recreational feature that would likely need to be owned and operated by MPRB. There isn't land within what MPRB owns to do that now, but if ownership were to change in the future, this could be a consideration at that time.	L
In Scope		1-14	Suggestion to add a performance stage in the Bloomington Amenity Zone	1	There is a performance stage within the proposed regional trail boundary at the CEPRO Site. This amenity wasn't incorporated into the amenity zones.	M
In Scope		1-15	Suggestion to incorporate wildlife preservation into Amenity Zone 2	1	Ecological enhancement areas are meant to be the way to support wildlife within this highly urban corridor. The MPRB has an Ecological System Plan that includes policy guidance related to wildlife that will be followed for anything MPRB implements, as applicable.	n/a
In Scope		1-16	Suggestion to add restrooms along Greenway	14	MPRB is willing to provide portable restroom screens as part of capital funding. However, the portable restrooms would need to be operated by others on non-MPRB land. There are a number of park locations with access to the Greenway that include or may include restrooms in the future including near Lake of the Isles, CEPRO site, and Brackett Field Park. No portable restroom enclosures were incorporated the amenity zone cost estimates.	O
In Scope	City, HCRRA, MPRB	1-17	Suggestion for additional seating	6	By adding 3 additional amenity zones, that increases the opportunities for benches to be added and was incorporated into the cost estimates. There was also additional language added to the guiding principles recommending additional benches along the trail.	P
In Scope	City, HCRRA, MPRB	1-18	Suggestion to expand ecological enhancement areas	2	The ecological enhancement areas were proposed based on looking at existing conditions like light and the angles of the slopes. All of the optimal locations for these enhancement areas were proposed in the draft and there weren't any additional ones to add.	n/a
In Scope	City, HCRRA, MPRB	1-19	Suggestion to add more access points	1	An additional access point is proposed on the eastern end with the potential acquisition area. There are no other access points added at this time.	Q
In Scope	City, HCRRA, MPRB	1-20	Suggestion for more shaded areas	10	Language was added to the guiding principles related to providing shade along the the trail corridor.	n/a
In Scope	MPRB	1-21	Suggestion that the Greenway become a park	1	If the regional trail plan is adopted by MPRB Commissioners and the Metropolitan Council, Midtown Greenway will become a regional trail.	n/a

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
In Scope	City, HCRRA, MPRB	1-22	Suggestion related to wayfinding form, content, and/or placement	20	These ideas will be considered during implementation of the regional trail plan. They will be provided to the assigned project manager at that time.	n/a
In Scope	City, HCRRA, MPRB	1-23	Suggestion related to ecological enhancements throughout the Regional Trail boundary	3	These ideas will be considered during implementation of the regional trail plan. They will be provided to the assigned project manager at that time.	n/a
In Scope	City, HCRRA, MPRB	1-24	Suggestion for consistent amenities across all amenity zones	1	There's one approximate cost per amenity zone in the cost estimates. The exact compliment of low cost amenities will be determined upon implementation. These ideas will be considered during implementation of the regional trail plan. They will be provided to the assigned project manager at that time.	n/a
In Scope	City, HCRRA, MPRB	1-25	Suggestion to add an amenity zone east of 28th St	4	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park.	R
In Scope	City, HCRRA, MPRB	1-26	Suggestion for an amenity zone at Minnehaha Ave.	1	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park. This location wasn't added as amenity zone.	S
In Scope	City, HCRRA, MPRB	1-27	Suggestion for an amenity zone by 35W	1	There is an amenity zone proposed near the the New Nicollet site by Nicollet or 1st, which is a few blocks to the west of 35W. There is also an amenity zone proposed at 5th Ave. This location wasn't added as amenity zone.	T
In Scope	City, HCRRA, MPRB	1-28	Suggestion for an amenity zone on the east side of the Sabo Bridge	4	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park.	U
In Scope	City, HCRRA, MPRB	1-29	Suggestion for an amenity zone at Brackett Park	4	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park.	V
In Scope	City, HCRRA, MPRB	1-30	Suggestion for an amenity zone at 13th Avenue	1	13th Avenue is only a few blocks away from the CEPRO Site where there's an amenity zone proposed where the paved trail and park area meet. This location wasn't added as amenity zone.	W
In Scope	City, HCRRA, MPRB	1-31	Suggestion for an amenity zone at Park/Portland	1	Park Avenue is only a few blocks away from 5th Avenue where there's an amenity zone proposed. Portland Avenue is not presently an entrance to the Greenway. This location wasn't added as amenity zone.	X

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
In Scope	City, HCRRA, MPRB	1-32	Suggestion for an amenity zone at Bryant	1	Bryant Avenue is only a few blocks away from the Soo Line Garden where there's an amenity zone proposed where the paved trail and park area meet. This location wasn't added as amenity zone.	Y
In Scope	City, HCRRA, MPRB	1-33	Suggestion for an amenity zone on the western end of the trail	1	Amenity Zone locations were reviewed and one additional location was added to the western end of the trail near where the Kenilworth Regional Trail intersects with the Midtown Greenway.	Z
In Scope	City, HCRRA, MPRB	1-34	Suggestion for an amenity zone at 26th Ave.	1	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park. This location wasn't added as amenity zone.	AA
In Scope	City, HCRRA, MPRB	1-35	Suggestion for an amenity zone at 27th Ave.	1	Amenity Zone locations were reviewed and two additional locations were added east of 28th Street: east side of the Sabo Bridge and the trail entrance leading down to Brackett Field Park. This location wasn't added as amenity zone.	BB
In Scope	City, HCRRA, MPRB	1-36	Concern related to the gap in amenity zones on the eastern end of the trail boundary	4	Two additional amenity zones were added to the eastern half of the trail. One is located on the east side of the Sabo Bridge and the other is at the trail entrance leading down to Brackett Field Park.	CC
In Scope	MPRB	1-37	Opposition to Amenity Zone 6	1	This amenity zone is roughly equidistant to amenity zones on either side, there is transit access along Bloomington, and it's included in prior planning efforts. This amenity zone will remain.	DD
In Scope	MPRB	1-38	Opposition to quantity of amenity zones	1	The amenity zone amount and locations were reviewed following the public comment period. In determining where to put locations there was consideration for balancing their frequency while also providing amenity zones across the entire trail corridor. A fewer number of amenity zones were not proposed.	EE
In Scope	MPRB	1-39	Opposition to land acquisition	1	The area proposed for land acquisition already reads as park and acquiring this space would solidify it as park space long term. The proposed land acquisition was not removed from the plan.	FF
In Scope	City, HCRRA, MPRB	1-40	Suggestion for amenities to be designed to be highly resistant to destruction	1	These ideas will be considered during plan implementation and provided to the assigned project manager at that time. These ideas will also be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
In Scope	City, HCRRA, MPRB	1-41	Suggestion for amenities to be available in all seasons	1	These ideas will be considered during plan implementation and provided to the assigned project manager at that time. These ideas will also be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a
In Scope	City, HCRRA, MPRB	1-42	Suggestion to be inclusive of vulnerable populations along the Greenway	1	A new guiding principle was added to support the use of the trail by all populations. These ideas will also be considered during plan implementation and provided to the assigned project manager at that time. These ideas will also be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a
In Scope	MPRB	1-43	Support for the plan	20	<i>This is a statement of support. No response is necessary.</i>	n/a
In Scope	City, HCRRA, MPRB	1-44	Support for wayfinding	4	<i>This is a statement of support. No response is necessary.</i>	n/a
In Scope	MPRB	1-45	Support for land acquisition	1	<i>This is a statement of support. No response is necessary.</i>	n/a
In Scope	Other	1-46	Support for Greenway extension across the river	15	<i>This is a statement of support. No response is necessary.</i>	n/a
In Scope	City, HCRRA, MPRB	1-47	Support for ecological enhancements	4	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	City, HCRRA, MPRB	1-48	Concern regarding wayfinding location	1	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	MPRB	1-49	Concern about the park planning process	11	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	MPRB	1-50	Concern land acknowledgement is performative	2	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	Other	1-51	Concern regarding plan implementation and construction	2	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	MPRB	1-52	Concern related to land acquisition	3	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope	MPRB	1-53	Concern related to Regional Park funding impacts and/or MPRB capacity	5	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope/Out of Scope		2-01	Question or General statement	24	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
In Scope/Out of Scope	City, HCRRA, MPRB	2-02	Suggestion related to ramp design	1	For ramps on MPRB land, these ideas will be considered during plan implementation and provided to the assigned project manager at that time. These ideas will also be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
Out of Scope	Other	3-01	Suggestion to prioritize trail user safety at vehicle crossings	18	A new guiding principle was added to the plan to support trail user safety.	n/a
Out of Scope	City, HCRRA, MPRB	3-02	Suggestion to increase information sharing across agency websites	1	MPRB will have a trail webpage that could provide information connecting to City of Minneapolis and Hennepin County Regional Railroad Authority websites. These ideas will also be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a
Out of Scope	Other	3-03	Suggestion related to programming along the Greenway	4	A new guiding principle was added to the plan to support programming along the Greenway.	n/a
Out of Scope	Other	3-04	Suggestion to add public art	2	A new guiding principle was added to the plan to address public art.	n/a
Out of Scope	City	3-05	Suggestion related to Greenway trail design	8	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope		3-06	Suggestion to not include permanent restrooms	1	Permanent restrooms were not proposed and are not included in the final plan document.	n/a
Out of Scope	City	3-07	Suggestion to incorporate housing along the Greenway	1	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope	City	3-08	Suggestion for additional businesses along the regional trail	1	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope	MPRB	3-09	Suggestion to modify ramp access point by Lake of the Isles	1	The ramp access to the trail by Lake of the Isles and Bde Maka Ska Parkway was included in the MPRB Plan for Cedar Lake and Lake of the Isles.	n/a
Out of Scope	City	3-10	Suggestion for wayfinding outside of the Regional Trail Boundary	8	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope	Other	3-11	Suggestion to turn the Greenway into a destination with a variety of new amenities, housing, programming, etc.	1	The focus for this plan was to provide some park like amenities along the trail within the current space available in the regional trail boundary. MPRB has limited land within the regional trail boundary today. However, if that were to change in the future it's possible additional amenities could be considered.	n/a
Out of Scope	City and/or HCRRA	3-12	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	32	These ideas will be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a
Out of Scope	HCRRA	3-13	Concern regarding future transit corridor	2	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
Out of Scope	HCRRA	3-14	Suggestion for future transit corridor	7	These ideas will be transmitted to staff at the Hennepin County Regional Railroad Authority (HCRRA)	n/a

SCOPE	ASSOCIATED AGENCY	THEME ID#	THEME	# OF COMMENTS	RESPONSE	POTENTIAL AMENDMENT
Out of Scope	HCRRA	3-15	Opposition to future transit corridor	4	These ideas will be transmitted to staff at the Hennepin County Regional Railroad Authority (HCRRA)	n/a
Out of Scope	HCRRA	3-16	Support for future transit corridor	1	<i>This is a statement of support. No response is necessary.</i>	n/a
Out of Scope	MPRB	3-17	Suggestion related to adopted CEPRO Park Plan	1	These ideas will be transmitted to the Project Manager working on implementation of the CEPRO Site plan.	n/a
Out of Scope	MPRB	3-18	Suggestion related to adopted The Mall Park Plan	2	These ideas will be transmitted to the Project Manager working on implementation of the Mall Park plan.	n/a
Out of Scope	MPRB	3-19	Support for the adopted The Mall Park Plan	1	<i>This is a statement of support. No response is necessary.</i>	n/a
Out of Scope	MPRB	3-20	Suggestion related to Soo Line Garden future improvements	31	These ideas will be transmitted to the Project Manager working on developing concept plan for Soo Line Garden.	n/a
Out of Scope	MPRB	3-21	Concern related to Soo Line Garden	2	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
Out of Scope	Other	3-22	Concern related to maintaining improvements	2	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
Out of Scope	City	3-23	Suggestion to improve or maintain paved trail quality	8	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope	City	3-24	Suggestion related to maintenance along the regional trail	6	These ideas will be transmitted to staff at the City of Minneapolis.	n/a
Out of Scope	City and/or HCRRA	3-25	Suggestion for additional call boxes	1	These ideas will be transmitted to staff at the City of Minneapolis and Hennepin County Regional Railroad Authority.	n/a
Out of Scope	City and/or HCRRA	3-26	Support for general trail safety	2	<i>This is a statement of support. No response is necessary.</i>	n/a
Out of Scope	City and/or HCRRA	3-27	Concern related to lighting	3	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
Out of Scope	City and/or HCRRA	3-28	Concern related to safety on the Greenway	6	<i>This is a statement of fact or opinion. No response is necessary.</i>	n/a
Out of Scope	Other	3-29	Comment or question outside of Regional Trail Boundary	7	<i>This statement is out of scope. No response necessary.</i>	n/a



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/12/2024		in person community engagement	Attendee 3.3	Entire Regional Trail Boundary	There’s a direct connection to the dog park at Isles.	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/20/2024		survey	114628029717	Amenity Zone 3: Between Nicollet and 1st Avenue	Page 38 is missing a trail connection. There should be a thick green line indicating a Shared Use Trail form the Greenway to i-35W and Lake Street.	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/20/2024		survey	114628107332	Multiple Amenity Zones	No mention of any future connection to the Min Hi Line which is outlined in the City of Minneapolis, Met Council, and MPRB Master Plan, could you mention and show that future connection?	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/21/2024		survey	114628619755	Multiple Amenity Zones	Unclear what would go where	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/22/2024	Steve	email		Entire Regional Trail Boundary	(Pg. 14) Seems strange that the streets listed are not necessarily the bike route access intersections, where bikers already access the Greenway and in some cases in relatively high volumes, such as Bryant, Lake of Isles, and East River Parkway.; This is more of a regional trail that a Minneapolis trail. As such, it serves and brings together residents from various income brackets well beyond Minneapolis, and includes St. Paul to the east and suburbs to the west.; (Pg. 27) Include education component to this including communications.; (Pg. 28) Change Lake Calhoun sign to Bde Maka Ska to be consistent; add additional neighborhoods	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/28/2024		survey	114633917824	Multiple Amenity Zones	Page 8 has a figure, this figure should have an addition to the explanation for a dashed line, which presumably indicates future expansion? This comment applies to the remaining pages that have figures - the explanations should be updated to show what is meant by a dashed/dotted line. Please don't call a map explanation a legend. Legends are for story books not maps.	suggestion	Suggestion to clarify/modify document text or graphics	1-01
6/29/2024		survey	114634487062	Multiple Amenity Zones	Why is there no mention of the Midtown Greenway Coalition's contribution, which continues to this day, to the vitality of the Greenway?	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/3/2024		survey	114637190105	Entire Regional Trail Boundary	Curious to see how the Regional Trail Plan impacts snow and ice clearing in the winter. The Regional Trail Plan does not seem to address how this will affect the trail (if it will stay the same, or switch to a different agency).	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/11/2024		in person community engagement	Attendees O.1	Entire Regional Trail Boundary	On page 28, you do not list Seward Neighborhood. The southern boundary of Seward is the HRRRA right of way— which the greenway is in. It would be handy to just add a SHORT section about potential connections to the River Bridge on the east end	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/23/2024		survey	114650300437	Wayfinding - Entire Regional Trail Boundary	On page 28 of the draft plan there is an image of potential wayfinding signage pointing to "Lake Calhoun" This needs to be changed to "Bde Maka Ska".	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	Page 28: Seward neighborhood is missing	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/25/2024		survey	114652452258	Multiple Amenity Zones	In general, how is the draft plan considering bike or scooter sharing? Can there be places throughout the midtown greenway that would be acceptable to park or pick up a Lime scooter rather than have people just abandon them wherever they choose?	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/30/2024		survey	114655341400	Amenity Zone 3: Between Nicollet and 1st Avenue	This comment is from City of Minneapolis staff working on the New Nicollet Redevelopment Plan. The New Nicollet layout plan shown on page 39 has since been updated and approved by City Council and the Mayor: https://www.minneapolismn.gov/government/projects/lake-at-nicollet/lake-nicollet-reopening/#d.en.162241 . Please update the plan in this document and continue to coordinate with Mpls Public Works staff on siting the amenity zone in this area.	suggestion	Suggestion to clarify/modify document text or graphics	1-01



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
8/3/2024		survey	114658798887	Amenity Zone 7: 28th	Please talk about the industrial history, historic pollution, and cemetery here.	suggestion	Suggestion to clarify/modify document text or graphics	1-01
7/22/2024		survey	114649407876	Entire Regional Trail Boundary	Bryant Avenue Bridge is a common meet up spot. Suggestion to add a centrally located public plaza so people can meet up and not block the sidewalks and the street. Such a plaza could be used at other times by kids playing, people exercising, is of, or just going for walks. We unfortunately are struggling culturally these days with people utilizing public spaces in unhealthy and unsafe ways that impacts others - do it admittedly makes this concept a bit challenging.	suggestion	Suggestion for a plaza at Bryant Avenue	1-02
6/20/2024		survey	114628315533	Entire Regional Trail Boundary	Addition of bike tool stations	suggestion	Suggestion to add bike repair station along the Greenway	1-03
6/21/2024		survey	114628667127	Amenity Zone 1: The Mall	Addition of tool stations for bicycles	suggestion	Suggestion to add bike repair station along the Greenway	1-03
6/21/2024		survey	114628851164	Multiple Amenity Zones	Adding more bicycle fixing stations	suggestion	Suggestion to add bike repair station along the Greenway	1-03
6/24/2024		survey	114630707550	Amenity Zone 6: Bloomington	Working bike pumps.	suggestion	Suggestion to add bike repair station along the Greenway	1-03
7/1/2024		survey	114635756929	Entire Regional Trail Boundary	I'd love it if there were air pumps for bikes along the trail. Sort of like a mini bike fix up zone.	suggestion	Suggestion to add bike repair station along the Greenway	1-03
7/3/2024		survey	114637190105	Amenity Zone 8: West River Parkway	Bike repair stations would be a huge improvement. Specifically at Amenity Zone 8 as it intersects 2 trails and is far away from bike shops in the event of a flat.	suggestion	Suggestion to add bike repair station along the Greenway	1-03
7/11/2024		in person community engagement	Attendees O.1	Multiple Amenity Zones	Why not include Bike repair stations (e.g. "Fix-it stations) at each amenity zone?	suggestion	Suggestion to add bike repair station along the Greenway	1-03
6/26/2024		survey	114632110159	Multiple Amenity Zones	Could we get some bike parking at all the amenity zones? I assume the portable restrooms would be placed nearby and it would be nice to be able to park a bike when using the bathrooms. Throw a stapple rack down.	suggestion	Suggestion to add bike parking along the Greenway	1-04
7/8/2024		survey	114640063921	Multiple Amenity Zones	More portable toilets with close by bike parking post in amenity zones. And add at least one bike parking post next to any toilet so that a user can lock up their bike and comfortably use the toilet	suggestion	Suggestion to add bike parking along the Greenway	1-04
7/16/2024		survey	114645643037	Entire Regional Trail Boundary	Work with cycle hoop and one to get more bike lockers/storage and more for preventing bike theft	suggestion	Suggestion to add bike parking along the Greenway	1-04
6/20/2024		survey	114628083882	Multiple Amenity Zones	Suggestion for adding water fountains along the greenway	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
6/20/2024		survey	114628315533	Entire Regional Trail Boundary	Addition of water fountains	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
6/20/2024		survey	114628322223	Entire Regional Trail Boundary	Drinking fountains along the whole greenway	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
6/21/2024		survey	114628667127	Amenity Zone 1: The Mall	Addition of drinking fountains	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/1/2024		survey	114635785807	Entire Regional Trail Boundary	Dog drinking fountains	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/1/2024		survey	114635787980	Entire Regional Trail Boundary	Would love to see bathrooms, additional community garden spaces and more drinking fountains all along the Greenway.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/3/2024		survey	114637366236	Multiple Amenity Zones	Adding water fountains at all or some of the amenity zones would be super nice!	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/6/2024		survey	114638988335	Amenity Zone 8: West River Parkway	Drinking water and a portable toilet here would be very useful and also serve the West River Parkway Trail users.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/8/2024		in person community engagement	Attendee E.E	Entire Regional Trail Boundary	Would like to see more water.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/8/2024		in person community engagement	Attendee G.G	Entire Regional Trail Boundary	We need water. 8 different spots.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/8/2024		in person community engagement	Feedback A.1	Entire Regional Trail Boundary	Add drinking fountains.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/8/2024		in person community engagement	Feedback A.2	Entire Regional Trail Boundary	Add drinking fountains.	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/16/2024		survey	114645643037	Multiple Amenity Zones	Water fountains are needed at certain checkpoints	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/25/2024		survey	114652440522	Entire Regional Trail Boundary	There should be more drinking fountains. It's exacerbated by seeing that a water fountain is only proposed in one amenity zone especially as our summers get ever hotter	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
7/29/2024		survey	114654928181	Multiple Amenity Zones	It would be nice to have more water spots	suggestion	Suggestion to add drinking fountains along the Greenway	1-05
5/28/2024	n/a	in person community engagement	Attendee 3	Entire Regional Trail Boundary	Would like to see outdoor fitness equipment (ex: pull up bars, dips, etc.)	suggestion	Suggestion to add outdoor fitness equipment	1-06
6/24/2024		survey	114630696743	Amenity Zone 6: Bloomington	Grills for roasting food and meat <i>(original text in Spanish: Grills para hacer comida y carne asadas)</i>	suggestion	Suggestion to add grills	1-07
7/24/2024		in person community engagement	Attendee E	Entire Regional Trail Boundary	Would like to see picnic tables	suggestion	Suggestion to add picnic tables	1-08
7/24/2024		in person community engagement	Attendee F	Entire Regional Trail Boundary	Would like to see picnic tables and bathrooms. Many years ago, we put a picnic table at Bloomington and 29th. We couldn't use it as a family because people experiencing homelessness were using it to sleep and would also leave behind syringes.	suggestion	Suggestion to add picnic tables	1-08
7/8/2024		in person community engagement	Attendee F.F	Entire Regional Trail Boundary	Would like to see a warming shelter, like buses have along the Greenway.	suggestion	Suggestion to add warming shelters	1-09
7/24/2024		in person community engagement	Attendee N	Entire Regional Trail Boundary	Add more trash cans.	suggestion	Suggestion for additional trash cans	1-10



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7/24/2024		in person community engagement	Attendee P	Entire Regional Trail Boundary	Trash cans <i>(original text in Spanish: bote de basuras)</i>	suggestion	Suggestion for additional trash cans	1-10
6/20/2024		survey	114628132413	Amenity Zone 8: West River Parkway	Addition of amenities at the top of the ramp by the train tracks	suggestion	Suggestion for expanded size of Amenity Zone 8	1-11
6/24/2024		survey	114630696743	Entire Regional Trail Boundary	Would you also implement community gardens? Food that can be for free?	suggestion	Suggestion to add urban agriculture zones	1-12
6/24/2024		survey	114630698942	Ecological Enhancements - Entire Regional Trail Boundary	Advocating for permaculture and fruit trees to provide low cost food and education about plants. Maybe a community garden.	suggestion	Suggestion to add urban agriculture zones	1-12
7/1/2024		survey	114635787980	Entire Regional Trail Boundary	Would love to see bathrooms, additional community garden spaces and more drinking fountains all along the Greenway.	suggestion	Suggestion to add urban agriculture zones	1-12
7/4/2024		survey	114637953857	Entire Regional Trail Boundary	There should be a new system in place where people switch to care for the land and harvesting from food systems on the Greenway. Could be a place for abundant food (forests) and connection.	suggestion	Suggestion to add urban agriculture zones	1-12
7/22/2024		survey	114649407876	Multiple Amenity Zones	Soo line garden and the Vera garden are incredible cultural assets of gardens and green spaces. Suggestions to maintain both gardens and add another garden near Emerson, DuPont, or next to the wall repair between Colfax and DuPont at greenway level south of the bike path and fence.	suggestion	Suggestion to add urban agriculture zones	1-12
7/1/2024		survey	114635253864	Entire Regional Trail Boundary	Let's put in some cool bike features like a MTB skills park or singletrack with creatures that span the length of the greenway	suggestion	Suggestion for bike skills features along the Greenway.	1-13
6/24/2024		survey	114630707550	Amenity Zone 6: Bloomington	Performance stages.	suggestion	Suggestion to add a performance stage in the Bloomington Amenity Zone	1-14
8/4/2024		survey	114659275642	Amenity Zone 2: Soo Line Garden	Also, I hope that the Amenity Zone includes a wildlife preservation and promotion as a partnering goal with those mentioned above: urban agriculture, education, and community building	suggestion	Suggestion to incorporate wildlife preservation into Amenity Zone 2	1-15
6/20/2024		survey	114628083882	Multiple Amenity Zones	Suggestion for adding bathrooms to the Greenway. Either temporary or permanent bathrooms will attract more runners.	suggestion	Suggestion to add restrooms along Greenway	1-16
6/22/2024		survey	114629603036	Multiple Amenity Zones	More accessible restrooms and changing rooms	suggestion	Suggestion to add restrooms along Greenway	1-16
6/27/2024		survey	114633342808	Entire Regional Trail Boundary	I'd love to see restrooms somewhere on the trail.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/1/2024		survey	114635787980	Entire Regional Trail Boundary	Would love to see bathrooms, additional community garden spaces and more drinking fountains all along the Greenway.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/6/2024		survey	114638988335	Amenity Zone 8: West River Parkway	Drinking water and a portable toilet here would be very useful and also serve the West River Parkway Trail users.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/8/2024		in person community engagement	Attendee C.C	Entire Regional Trail Boundary	Would like to see bathrooms.	suggestion	Suggestion to add restrooms along Greenway	1-16



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7/8/2024		in person community engagement	Feedback B	Entire Regional Trail Boundary	Add bathrooms, wherever works best.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/8/2024		in person community engagement	Feedback G	Amenity Zone 5: Cepro Site	Add a bathroom at CEPRO site. Don't need one at 13th because there are some in the mall.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/24/2024		in person community engagement	Attendee E	Entire Regional Trail Boundary	Would like to see portable restrooms.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/24/2024		in person community engagement	Attendee F	Entire Regional Trail Boundary	Would like to see picnic tables and bathrooms.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/24/2024		in person community engagement	Attendee N	Multiple Amenity Zones	Add portable restrooms between Harriet and Lyndale and near 28th – could be near landscaping.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/24/2024		in person community engagement	Attendee O	Amenity Zone 7: 28th	Portable bathrooms and more lights would be great.	suggestion	Suggestion to add restrooms along Greenway	1-16
7/24/2024		in person community engagement	Attendee P	Entire Regional Trail Boundary	Bathrooms (<i>original text in Spanish: baños</i>)	suggestion	Suggestion to add restrooms along Greenway	1-16
7/25/2024		survey	114652440522	Entire Regional Trail Boundary	There should be more portable restrooms throughout the corridor	suggestion	Suggestion to add restrooms along Greenway	1-16
6/24/2024		survey	114630299177	Multiple Amenity Zones	Would not call the amenities proposed real amenities. More benches would help with that	suggestion	Suggestion for additional seating	1-17
6/24/2024		survey	114630703619	Multiple Amenity Zones	I would like to see a bench at every zone.	suggestion	Suggestion for additional seating	1-17
6/30/2024		survey	114634975961	Entire Regional Trail Boundary	I am made to rest everywhere (<i>original text in Somali: Meelkassta waan laga dhiga nasasho</i>)	suggestion	Suggestion for additional seating	1-17
7/8/2024		in person community engagement	Attendee C.C	Entire Regional Trail Boundary	Would like to see benches.	suggestion	Suggestion for additional seating	1-17
7/11/2024		survey	B	Entire Regional Trail Boundary	benches/seating/charging stations	suggestion	Suggestion for additional seating	1-17
7/24/2024		in person community engagement	Attendee P	Entire Regional Trail Boundary	Tables, chairs, benches (<i>original text in Spanish: mesas, sillas, bancas</i>)	suggestion	Suggestion for additional seating	1-17
6/20/2024		survey	114628097514	Ecological Enhancements - Entire Regional Trail Boundary	Since the entire Greenway is essentially a park there should be more plantings and trees along the whole Greenway. The enhancements proposed at certain parts along the greenway are great! Can there also be more trees planted on the north embankment? Can flowers be seeded at various places on the embankments, and left to grow and spread by themselves?	suggestion	Suggestion to expand ecological enhancement areas	1-18



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7/28/2024		survey	114653978265	Multiple Amenity Zones	Could the amenity zones all get native pollinator plantings? The Greenway should become a pollinator zone. I like that the plan talks specifically about native plantings and community gardens. More community gardens, more native pollinator plantings at all amenity zones, please!	suggestion	Suggestion to expand ecological enhancement areas	1-18
5/28/2024	n/a	in person community engagement	Attendee 3	Entire Regional Trail Boundary	Would like more access points because some are difficult (ex: stairs in the way)	suggestion	Suggestion to add more access points	1-19
6/20/2024		survey	114628052223	Ecological Enhancements - Entire Regional Trail Boundary	More trees please. Need a lot for shade	suggestion	Suggestion for more shaded areas	1-20
6/20/2024		survey	114628055399	Entire Regional Trail Boundary	The path is very sunny, looking for something to provide more shade	suggestion	Suggestion for more shaded areas	1-20
6/20/2024		survey	114628083882	Multiple Amenity Zones	Suggestion for additional shade structures and/or trees	suggestion	Suggestion for more shaded areas	1-20
6/24/2024		survey	114630299177	Multiple Amenity Zones	Suggestion for more shade trees	suggestion	Suggestion for more shaded areas	1-20
6/24/2024		survey	114630707550	Amenity Zone 6: Bloomington	Places to rest with shade with wayfinding directions and maps.	suggestion	Suggestion for more shaded areas	1-20
7/3/2024		survey	114637358525	Multiple Amenity Zones	There is a need for shade throughout the entire greenway. Shady tree canopy along the trail would be nice, but may not be possible.	suggestion	Suggestion for more shaded areas	1-20
7/8/2024		in person community engagement	Attendee E.E	Entire Regional Trail Boundary	Would like to see more shade (umbrella).	suggestion	Suggestion for more shaded areas	1-20
7/11/2024		in person community engagement	Attendees O.1	Entire Regional Trail Boundary	Could you speak to adding shade to the amenity zones? Especially between Sabo and the river. Thanks! Trees would be best	suggestion	Suggestion for more shaded areas	1-20
7/28/2024		survey	114654177915	Ecological Enhancements - Entire Regional Trail Boundary	Currently the green way does not have much shade. having more tree cover would make the trail much nicer.	suggestion	Suggestion for more shaded areas	1-20
8/5/2024		survey	114659648421	Multiple Amenity Zones	More shade spots please	suggestion	Suggestion for more shaded areas	1-20
7/5/2024		survey	114638514717	Entire Regional Trail Boundary	Will the greenway become a park? Would love to see it become an official park.	n/a	Suggestion that the Greenway become a park	1-21
6/20/2024		survey	114628016114	Wayfinding - Entire Regional Trail Boundary	I believe the wayfinding on the trail could be greatly improved: - Better indication of what street the ramps on/off the greenway lead - Having maps along the trail/kiosks similar to those that line the grand rounds would be ideal- sometimes when you're traveling you don't know exactly where you have to get off - Better wayfinding indicating that the ramp coming off the parkway is for the midtown greenway	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/20/2024		survey	114628029717	Wayfinding - Entire Regional Trail Boundary	Better wayfinding to the Orange Line BRT and to Lake Street in general	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22



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6/20/2024		survey	114628064487	Wayfinding - Entire Regional Trail Boundary	Could zones include special bulletin boards for event postings. This would help to foster a sense of belonging and evolving community.; Please ensure that there is wayfinding that is easily viewable from both directions! Street signs are only visible towards one directions at the moment	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/22/2024	Steve	email		Entire Regional Trail Boundary	(Pg. 27) On the receiving end of inviting new cyclists to parks, welcome visitors with clear communications of the permitted uses and limitations of there parks. If we are not clear about routing visitors to parks but perhaps not through natural areas or habitats, we will have future challenges to react to instead of anticipate and be prepared to address.; Consider cycling etiquette, including speed limits, and consider classification of "motorized" bikes that go beyond assisted pedal e-bikes. There are more and more non-pedal powered (some gasoline) two-wheeled vehicles using regional trails as highways.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/24/2024		survey	114630695593	Amenity Zone 3: Between Nicollet and 1st Avenue	Visual Signage	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/24/2024		survey	114630707550	Amenity Zone 6: Bloomington	Places to rest with shade with wayfinding directions and maps.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/24/2024		survey	114630795743	Entire Regional Trail Boundary	I'd love to make the connection to the Cedar Lake Trail more obvious and simpler. I'm not sure if that's possible with all the light rail construction.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/28/2024		survey	114633862407	Multiple Amenity Zones	There are too many amenity Zones, with too much distracting signage for cyclists. Please keep the zones safe for pedestrians and cyclists, for example, marking lanes well.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/28/2024		survey	114634066291	Multiple Amenity Zones	I would like to see convenient car parking areas added to all greenway maps. I enjoy biking on the Greenway very much, but so far I have not found an ideal place to park my car.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/30/2024		survey	114634884280	Wayfinding - Entire Regional Trail Boundary	Make sure there enough trail signs early enough to not miss turns. Where to hop off for points of interest or restaurants as well. We are recreational bikers, not commuters or racers.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/2/2024		survey	114636403768	Multiple Amenity Zones	Entrance signs would be nice at all of these zones	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/2/2024		survey	114636404045	Multiple Amenity Zones	Is there a way for local businesses to promote themselves in the Amenity Zones? Could be a magnetic board, bulletin corkboard, or highway signs. Additionally, there should be a section of more flexible "futureproof" signage so that if there are changes in the area and MPRB can not update signs, then community members could.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/2/2024		survey	114636413472	Wayfinding - Entire Regional Trail Boundary	I'd love to see a Bryant Ave amenity zone or wayfinding sign. Current signage only exists for Bryant Ave in one direction. Please add signs from all directions for the Bryant Ave Bikeway ramp. Can the plan make it easier to install wayfinding murals? The Bryant Ave ramp has huge retaining walls, where a mural could be an artful way to show off the beautiful Bryant Ave Bikeway.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/7/2024		survey	114639292638	Amenity Zone 7: 28th	Clear signage that shows someone traveling east on the Midtown Greenway know they can turn right onto the 28th Street Bikeway, cross Hiawatha at-grade via crosswalk, and still reconnect the midtown greenway on the other side.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22



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7/8/2024		survey	114640063921	Wayfinding - Entire Regional Trail Boundary	Larger wayfinding boards with trail maps and info should provide a little protection from the sun or rain. Could imitate what Saint Paul did in their Grand Rounds trail. Big wayfinding info boards along the trail should clearly identify key amenities like drinking water and toilets. Improve legibility of wayfinding signage. Current signage is not great in this regard (See Dakota County's recent wayfinding signs). Draft plan talks about signage for neighborhood names, this is difficult to understand the usefulness of this, signage should instead focus on intersecting trails, parks, and commercial districts. Also install signs that point to drinking water and toilets that are close to the trail, like the drinking fountain at the CEPRO site or the toilets between the Greenway and Lake of the Isles.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/8/2024		in person community engagement	Attendee F.F	Entire Regional Trail Boundary	Signs should be in English, Somali, and Spanish.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/8/2024		in person community engagement	Feedback C	Entire Regional Trail Boundary	Trail mile signs to mark distance.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/10/2024		survey	114641602199	Amenity Zone 3: Between Nicollet and 1st Avenue	Signage (wayfinding) shouldn't just be at the top of the ramp; there needs to be signage along the Greenway too.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/19/2024		survey	114647894840	Wayfinding - Entire Regional Trail Boundary	Wayfinding to other areas of the bike networks should be prioritized.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
7/29/2024		survey	114654836919	Wayfinding - Entire Regional Trail Boundary	Signage. Signage. Signage. The Greenway should not be only for recreation, but should enhance bicycle commuting as well as transportation to businesses, shopping, restaurants, appointments, and trips to socialize. As it stands, it is difficult to navigate. Maps indicating how to access or exit the Greenway are needed. Signage indicating which street crossings are at street grade and which crossings are serviced by access ramps are badly needed.	suggestion	Suggestion related to wayfinding form, content, and/or placement	1-22
6/20/2024		survey	114628375906	Ecological Enhancements - Entire Regional Trail Boundary	Native plantings along the trail would be nice	suggestion	Suggestion related to ecological enhancements throughout the Regional Trail boundary	1-23
6/22/2024	Steve	email		Ecological Enhancements - Entire Regional Trail Boundary	(Pg. 27) Strong desire for local native tree species so they add actual ecological benefit to the local habitat hope they are not simply shade trees theta survive the elements but do nothing to add to the local ecological system we wish to support. Consider using this as environmental education opportunity.	suggestion	Suggestion related to ecological enhancements throughout the Regional Trail boundary	1-23
7/16/2024		survey	114645687520	Ecological Enhancements - Entire Regional Trail Boundary	Bring more variation in the greening and the plants the border the trails but ensure they are plants that can be transported to a new place in case future rail service is constructed.	suggestion	Suggestion related to ecological enhancements throughout the Regional Trail boundary	1-23
6/24/2024		survey	114630692714	Multiple Amenity Zones	All zones should have similar features. Zones near Hiawatha should be same near those near lakes.	suggestion	Suggestion for consistent amenities across all amenity zones	1-24
6/20/2024		survey	114628190008	Amenity Zone 7: 28th	Amenity Zone 7 is too close to Amenity Zone 6 and too far from Amenity Zone 8. An Amenity Zone should be placed closer to the midpoint between 6 and 8.	suggestion	Suggestion to add an amenity zone east of 28th St	1-25



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/22/2024	Steve	email		Entire Regional Trail Boundary	I don't understand why amenity zones are not located at or in very close proximity to major bikeway intersections. Intersections are where cyclists are entering and exiting the regional trail. It is where they need to have information and make decisions and where they will often meet up with others coming in from other directions. Best case, they would also be located at the easternmost and westernmost gateways of the trail to offer orientation and wayfinding upon approaching the whole system. Amenity Zone 8 does this but There really could be one west of existing Amenity Zone 1. Several decisions may need to be made between Figure 14 at the Green Line and Amenity Zone 1. One at Bryant and Park/Portland would be nice too. Also another one between 7 and 8 at one of the north-south bike routes. These are becoming regional north/south routes. Perhaps this has been considered and these Amenity Zones are as close to those points as possible giving available space, etc. But if there are opportunities to accomplish this, that would be great.	suggestion	Suggestion to add an amenity zone east of 28th St	1-25
7/8/2024		in person community engagement	Attendee D.D	Entire Regional Trail Boundary	Space amenity zones out more – add one between 7 and 8. Zones 5-7 are too close together.	suggestion	Suggestion to add an amenity zone east of 28th St	1-25
7/27/2024		survey	114653550806	Multiple Amenity Zones	My only question is whether there might eventually be an amenity zone between zones 7 and 8 for future planning - that area of the greenway seems to have the least amenities. Between zones 7 and 8 there are the least wayfinding aids compared to other areas of the trail, if there were guidance for what's off the trail, I might venture out more and visit local businesses	suggestion	Suggestion to add an amenity zone east of 28th St	1-25
7/28/2024		survey	114653921934	Amenity Zone 7: 28th	Amenity sones 6 and 7 are really close to each other, then a long stretch with nothing until amenity zone 8. Why not move zone 7 farther east, across Hiawatha to where that little dip at Minnehaha Ave. is?	suggestion	Suggestion for an amenity zone at Minnehaha Ave.	1-26
6/20/2024		survey	114628029717	Amenity Zone 3: Between Nicollet and 1st Avenue	Plan should propose an Amenity Zone by i-35W, this is the poorest location according to the Map on page 17, so there should be something to serve this area.	suggestion	Suggestion for an amenity zone by 35W	1-27
6/20/2024		survey	114628107332	Multiple Amenity Zones	Why is there only one Amenity Zone east of HWY 55? Suggestion to add one at Brackett Park or the Sabo Bridge	suggestion	Suggestion for an amenity zone on the east side of the Sabo Bridge	1-28
6/22/2024		survey	114629161722	Entire Regional Trail Boundary	Comment - I'm actually commenting on the missing amenity zones--the east end of the Sabo Bridge and Bracket Park. Why are these not included?	suggestion	Suggestion for an amenity zone on the east side of the Sabo Bridge	1-28
7/11/2024		in person community engagement	Attendees O.1.1	Multiple Amenity Zones	There is a large gap between amenity areas on the east end. The options— move the 28th Street zone to the east end of the Sabo Bridge. Ad/or add an amenity zone at Bracket Park. East Sabo amenity zone— I mentioned that option — how about moving the 28th St zone to the east end of the bridge since it is now very close to the Cedar zone.	suggestion	Suggestion for an amenity zone on the east side of the Sabo Bridge	1-28
7/11/2024		in person community engagement	Attendees O.1.11	Multiple Amenity Zones	Maybe move the 28th St zone to the east of Sabo bridge or Bracket	suggestion	Suggestion for an amenity zone on the east side of the Sabo Bridge	1-28
6/20/2024		survey	114628107332	Multiple Amenity Zones	Why is there only one Amenity Zone east of HWY 55? Suggestion to add one at Brackett Park or the Sabo Bridge	suggestion	Suggestion for an amenity zone at Brackett Park	1-29
6/22/2024		survey	114629161722	Entire Regional Trail Boundary	Comment - I'm actually commenting on the missing amenity zones--the east end of the Sabo Bridge and Bracket Park. Why are these not included?	suggestion	Suggestion for an amenity zone at Brackett Park	1-29



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7/11/2024		in person community engagement	Attendees O.1.1	Multiple Amenity Zones	There is a large gap between amenity areas on the east end. The options— move the 28th Street zone to the east end of the Sabo Bridge. Ad/or add an amenity zone at Bracket Park. East Sabo amenity zone— I mentioned that option — how about moving the 28th St zone to the east end of the bridge since it is now very close to the Cedar zone.	suggestion	Suggestion for an amenity zone at Brackett Park	1-29
7/11/2024		in person community engagement	Attendees O.1.11	Multiple Amenity Zones	Maybe move the 28th St zone to the east of Sabo bridge or Bracket	suggestion	Suggestion for an amenity zone at Brackett Park	1-29
7/8/2024		in person community engagement	Feedback D	Entire Regional Trail Boundary	Would like to see an amenity zone at 13th. A lot of people access the Greenway from 13th.	suggestion	Suggestion for an amenity zone at 13th Avenue	1-30
6/22/2024	Steve	email		Entire Regional Trail Boundary	I don't understand why amenity zones are not located at or in very close proximity to major bikeway intersections. Intersections are where cyclists are entering and exiting the regional trail. It is where they need to have information and make decisions and where they will often meet up with others coming in from other directions. Best case, they would also be located at the easternmost and westernmost gateways of the trail to offer orientation and wayfinding upon approaching the whole system. Amenity Zone 8 does this but There really could be one west of existing Amenity Zone 1. Several decisions may need to be made between Figure 14 at the Green Line and Amenity Zone 1. One at Bryant and Park/Portland would be nice too. Also another one between 7 and 8 at one of the north-south bike routes. These are becoming regional north/south routes. Perhaps this has been considered and these Amenity Zones are as close to those points as possible giving available space, etc. But if there are opportunities to accomplish this, that would be great.	suggestion	Suggestion for an amenity zone at Park/Portland	1-31
6/22/2024	Steve	email		Entire Regional Trail Boundary	I don't understand why amenity zones are not located at or in very close proximity to major bikeway intersections. Intersections are where cyclists are entering and exiting the regional trail. It is where they need to have information and make decisions and where they will often meet up with others coming in from other directions. Best case, they would also be located at the easternmost and westernmost gateways of the trail to offer orientation and wayfinding upon approaching the whole system. Amenity Zone 8 does this but There really could be one west of existing Amenity Zone 1. Several decisions may need to be made between Figure 14 at the Green Line and Amenity Zone 1. One at Bryant and Park/Portland would be nice too.	suggestion	Suggestion for an amenity zone at Bryant	1-32
6/22/2024	Steve	email		Entire Regional Trail Boundary	I don't understand why amenity zones are not located at or in very close proximity to major bikeway intersections. Intersections are where cyclists are entering and exiting the regional trail. It is where they need to have information and make decisions and where they will often meet up with others coming in from other directions. Best case, they would also be located at the easternmost and westernmost gateways of the trail to offer orientation and wayfinding upon approaching the whole system. Amenity Zone 8 does this but There really could be one west of existing Amenity Zone 1. Several decisions may need to be made between Figure 14 at the Green Line and Amenity Zone 1. One at Bryant and Park/Portland would be nice too.	suggestion	Suggestion for an amenity zone on the western end of the trail	1-33
7/29/2024		survey	114654836919	Amenity Zone 8: West River Parkway	Why does such a long stretch exist between Amenity Zone 7 - 28th St and Amenity Zone 8—West River Parkway with no amenity zone? An amenity zone at 26th Ave S or 27th Ave South with maps would serve bicyclists trying to access the commercial district between Hiawatha	suggestion	Suggestion for an amenity zone at 26th Ave.	1-34
7/29/2024		survey	114654836919	Amenity Zone 8: West River Parkway	Why does such a long stretch exist between Amenity Zone 7 - 28th St and Amenity Zone 8—West River Parkway with no amenity zone? An amenity zone at 26th Ave S or 27th Ave South with maps would serve bicyclists trying to access the commercial district between Hiawatha	suggestion	Suggestion for an amenity zone at 27th Ave.	1-35



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5/28/2024	n/a	in person community engagement	Attendee 4	Entire Regional Trail Boundary	Why are there gaps in the amenity zones?	concern	Concern related to the gap in amenity zones on the eastern end of the trail boundary	1-36
6/12/2024		in person community engagement	Attendee 3.3	Entire Regional Trail Boundary	Is there an amenity zone on the western end?	concern	Concern related to the gap in amenity zones on the eastern end of the trail boundary	1-36
7/3/2024		survey	114637209138	Amenity Zone 7: 28th	There is a large distance between amenity zone 7 & 8	concern	Concern related to the gap in amenity zones on the eastern end of the trail boundary	1-36
7/8/2024		survey	114639801941	Amenity Zone 8: West River Parkway	Concern that there is not an amenity zone between Hiawatha (MN55) and the river. Lake street is a major street bridging the gap between 3 neighborhoods.	concern	Concern related to the gap in amenity zones on the eastern end of the trail boundary	1-36
7/1/2024		survey	114635285161	Amenity Zone 6: Bloomington	That area is not safe. I don’t think it should an Amenity Zone.	opposition	Opposition to Amenity Zone 6	1-37
6/28/2024		survey	114633862407	Multiple Amenity Zones	There are too many amenity Zones, with too much distracting signage for cyclists. Please keep the zones safe for pedestrians and cyclists, for example, marking lanes well.	opposition	Opposition to quantity of amenity zones	1-38
7/29/2024		survey	114654836919	Amenity Zone 8: West River Parkway	I strongly question the need for an additional ramp access to the Greenway on the north side of the Greenway at West River Parkway. As a bicyclist, it is easy to access Greenway from West River Parkway (and vice versa) using the existing ramp on the south side of the Greenway. I oppose expenditures for land acquisition and construction of a new access ramp at West River Parkway. Funds can be put to better use elsewhere.	opposition	Opposition to land acquisition	1-39
7/24/2024		in person community engagement	Attendee J	Entire Regional Trail Boundary	Everything has to be installed with vandalism and potential destruction in mind. Things can get destroyed or stolen along the Greenway (ex: bike tool station – tools stolen). There used to be more tables at the CEPRO site, but some of the tabletops were broken off.	suggestion	Suggestion for amenities to be designed to be highly resistant to destruction	1-40
6/12/2024		in person community engagement	Attendee 3.3	Entire Regional Trail Boundary	Would like to see year-round drinking fountains if possible and shelters for benches in the winter.	suggestion	Suggestion for amenities to be available in all seasons	1-41
6/21/2024		survey	114628851164	Multiple Amenity Zones	Please remove anti-houseless architecture from this trail	suggestion	Suggestion to be inclusive of vulnerable populations along the Greenway	1-42
6/21/2024		survey	114628800971	Multiple Amenity Zones	These are great ideas and should be open to everyone regardless of their use for them including unhoused folks	support	Support for the plan	1-43
6/24/2024		survey	114630530053	Amenity Zone 1: The Mall	More access to the greenway is great, likes the existing path from the west side of the Lake of Isles	support	Support for the plan	1-43
6/24/2024		survey	114630692714	Multiple Amenity Zones	More people will use the greenway	support	Support for the plan	1-43
6/24/2024		survey	114630693180	Amenity Zone 5: Cepro Site	It's a great idea	support	Support for the plan	1-43
6/24/2024		survey	114630708120	Amenity Zone 6: Bloomington	Like yea	support	Support for the plan	1-43



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6/28/2024		survey	114633904332	Amenity Zone 3: Between Nicollet and 1st Avenue	I'm so glad the Greenway is getting this investment!! Yay!!	support	Support for the plan	1-43
6/30/2024		survey	114634918126	Entire Regional Trail Boundary	Love it, keep up the good work.	support	Support for the plan	1-43
6/30/2024		survey	114635041715	Multiple Amenity Zones	Yes. I applaud the efforts of all those who brought the plan this far!!!	support	Support for the plan	1-43
7/3/2024		survey	114637358525	Entire Regional Trail Boundary	The Midtown Greenway is not just a recreational facility, but an important piece of transportation infrastructure. It seems the plan recognizes this, and I am pleased to see it.	support	Support for the plan	1-43
7/4/2024		survey	114637748960	Amenity Zone 8: West River Parkway	This looks like a great plan! I hope the Greenway will be a regional trail	support	Support for the plan	1-43
7/8/2024		survey	114639588773	Entire Regional Trail Boundary	Overall, I am impressed by the work that has been put into this. It is a good plan.	support	Support for the plan	1-43
7/11/2024		survey	B	Entire Regional Trail Boundary	Love it!	support	Support for the plan	1-43
7/19/2024		survey	114648264084	Entire Regional Trail Boundary	Thank you for your efforts! This was a very well-crafted plan and the 75 page report went down easy.	support	Support for the plan	1-43
7/25/2024		survey	114652440522	Entire Regional Trail Boundary	I hope this is a success so that it lays a groundwork for future capital improvements by project partners such as permanent restrooms and trail extensions!	support	Support for the plan	1-43
7/25/2024	Carter	email		Entire Regional Trail Boundary	The proposed improvements in the plan look rad.	support	Support for the plan	1-43
7/27/2024		survey	114653550806	Entire Regional Trail Boundary	This is a wonderful plan and I am delighted at all the hard work you have done. It looks like it will improve the greenway experience for everyone with minimal negative impacts. Thank you!	support	Support for the plan	1-43
8/1/2024		survey	114657156019	Entire Regional Trail Boundary	Thank you for all you do. Whenever I have guests from out of town I always take them to the Greenway, no matter the season, to show off how bike-friendly our city is and to show how active our communities are. It is a huge pride point of me living here.	support	Support for the plan	1-43
8/2/2024		survey	114657909259	Multiple Amenity Zones	Glad to see more enhancements	support	Support for the plan	1-43
8/4/2024		survey	114659275741	Entire Regional Trail Boundary	I use the greenway every day and I'm glad it's getting some updates!	support	Support for the plan	1-43
8/5/2024		survey	114659871517	Multiple Amenity Zones	I like the idea of more amenities along the greenway, including bathrooms, drinking water, more benches, and trees	support	Support for the plan	1-43
6/20/2024		survey	114628132413	Amenity Zone 8: West River Parkway	Wayfinding at the connection to West River Parkway	support	Support for wayfinding	1-44
7/23/2024		survey	114650300437	Wayfinding - Entire Regional Trail Boundary	Support for current language within the plan pertaining to wayfinding connecting Greenway users to local businesses.	support	Support for wayfinding	1-44
7/25/2024		survey	114652440522	Wayfinding - Entire Regional Trail Boundary	I'm also excited for wayfinding to transit with the amount of investment in public transit in this area.	support	Support for wayfinding	1-44



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7/28/2024		survey	114654177915	Multiple Amenity Zones	Wayfinding for entering the greenway on the east end should be improved. It is easy to miss the entrance from west river road	support	Support for wayfinding	1-44
6/27/2024		survey	114632893844	Amenity Zone 8: West River Parkway	Looks great! I did not realize that the parcel north of the greenway was already city land. I’m hopeful that the proposed acquisition can go through and can make that piece of land more useful with respect to the greenway and in general	support	Support for land acquisition	1-45
6/20/2024		survey	114628097514	Short Line Bridge	And of course you are considering the possible extension over the river, which is very desirable.	support	Support for Greenway extension across the river	1-46
6/20/2024		survey	114628133292	Short Line Bridge	Pedestrian and bicycle bridge connecting the twin cities that will help support clean energy, commuting, and connecting healthy, happy neighbors Would also allow students to use! we are raising a 9 month old as the next generation of active and connected community members who will live using this bridge daily to connect with the trail and bike infrastructure networks of saint paul.	support	Support for Greenway extension across the river	1-46
6/20/2024		survey	114628271433	Short Line Bridge	Connect to Saint Paul	support	Support for Greenway extension across the river	1-46
6/20/2024		survey	114628342979	Short Line Bridge	Would love a bike trail across the river	support	Support for Greenway extension across the river	1-46
6/20/2024		survey	114628397874	Short Line Bridge	Would love a connection to/from Saint Paul using existing trail bridge	support	Support for Greenway extension across the river	1-46
6/21/2024		survey	114628656470	Short Line Bridge	Addition of bridge to cross the Mississippi would be a game changer and should be a number one priority for the greenway coalition (which you’ve done a fantastic job promoting). Greenway is truly a one of a kind amenity that should be continued into Saint Paul	support	Support for Greenway extension across the river	1-46
6/27/2024		survey	114632893844	Short Line Bridge	I would love to know more about the proposed extension across the river over the short line bridge. It would be nice to know what coordination is happening with Ramsey County/St. Paul to extend the greenway further	support	Support for Greenway extension across the river	1-46
6/28/2024		survey	114633862407	Short Line Bridge	Extend the greenway into St Paul across the River.	support	Support for Greenway extension across the river	1-46
7/3/2024		survey	114637366236	Short Line Bridge	I hope that this becomes a river extension over to St. Paul. I am excited to see it is included within the boundary!	support	Support for Greenway extension across the river	1-46
7/16/2024		survey	114645718377	Short Line Bridge	I would love to see the extension of the trail across the Mississippi River using the short line bridge. Extending the trail would open up so many more opportunities.	support	Support for Greenway extension across the river	1-46
7/19/2024		survey	114647894840	Short Line Bridge	Efforts should be made to extend the greenway across the Mississippi.	support	Support for Greenway extension across the river	1-46
7/21/2024		survey	114648953658	Short Line Bridge	I hope there will be a way to include the rail bridge over the Mississippi to link Minneapolis & St. Paul for riders.	support	Support for Greenway extension across the river	1-46
7/28/2024		survey	114653921934	Short Line Bridge	I would like to see the trail continue east. Is it possible to use the existing railroad bridge?	support	Support for Greenway extension across the river	1-46
7/28/2024		survey	114654100450	Short Line Bridge	I hope one day the existing rail bridge over the Mississippi River will become an extension of the Midtown Greenway	support	Support for Greenway extension across the river	1-46



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8/2/2024		survey	114657909259	Short Line Bridge	I'm very hopeful the future idea of extending the Greenway across the river can come to fruition! Biking on Marshall bridge is not fun.	support	Support for Greenway extension across the river	1-46
7/5/2024		survey	114638514717	Ecological Enhancements - Entire Regional Trail Boundary	Love to see more of native pollinator plantings and less concrete landing pads throughout the greenway	support	Support for ecological enhancements	1-47
7/25/2024		survey	114652440522	Entire Regional Trail Boundary	I am excited to see that there'll be more prairie and savanna plantings along the corridor, this will support better drainage and mitigate heat island effects.	support	Support for ecological enhancements	1-47
8/2/2024		survey	114657909259	Multiple Amenity Zones	I'm really glad to see more enhancements and especially excited to see more edible plants and native plantings included in the plan.	support	Support for ecological enhancements	1-47
8/4/2024		survey	114659291868	Multiple Amenity Zones	Love the landscaping	support	Support for ecological enhancements	1-47
6/20/2024		survey	114628029717	Amenity Zone 3: Between Nicollet and 1st Avenue	The plan does not propose wayfinding for direct connection to Lake Street (trail under i-35W)	concern	Concern regarding wayfinding location	1-48
6/20/2024		survey	114628132413	Entire Regional Trail Boundary	It was really challenging to access the actual plan. There's no hyperlink to it so I had to type in the bitly URL, which most people probably won't do.	concern	Concern about the park planning process	1-49
6/20/2024		survey	114628315533	Entire Regional Trail Boundary	Concern about amenity zone designs not being reflective of cyclists needs	concern	Concern about the park planning process	1-49
6/21/2024		survey	114628608570	Amenity Zone 8: West River Parkway	Concern about the plan's "lip service" to POC communities, but seems like there is an underlying goal of trying to get regional funding for bridge over the river	concern	Concern about the park planning process	1-49
6/22/2024	Steve	email		Entire Regional Trail Boundary	(Pg. 19) Is any outreach targeted to Existing Users (mostly cyclists but often also includes runners, people in wheelchairs)? As noted, there is a high volume of users. They may not be represented by organizations listed. I bike the Greenway at least once a month, sometimes up to four times a month) and I have not noticed ay signage, and am not represented bay biking organization, for example.	concern	Concern about the park planning process	1-49
6/24/2024		survey	114630695593	Entire Regional Trail Boundary	More transparency regarding the draft plan. Set up draft plan at a local library to provide more transparency for those who do not have internet access. Maybe also a church	concern	Concern about the park planning process	1-49
6/28/2024		survey	114634188699	Amenity Zone 7: 28th	Can't see any engagement with Native American tribal communities that would be impacted by this specific amenity zone. Little Earth community and trail are near by but there is a lack of specific call out of these citizens as stakeholders in this project.	concern	Concern about the park planning process	1-49
6/29/2024		survey	114634487062	Multiple Amenity Zones	Why are there no references provided to support the design of the Zones so that we know they are designed to "best practices"? Why is there no mention of the cost to generate this Midtown Greenway Regional Trail Plan 2024?	concern	Concern about the park planning process	1-49
7/1/2024		survey	114635787980	Entire Regional Trail Boundary	I would have liked to have been able to access the plan but the "link" on the previous page doesn't work. Please fix this if you are serious about wanting community members to provide feedback	concern	Concern about the park planning process	1-49
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	Page 9: Under plan purpose in states "Involve engagement with individuals and group stakeholders, other community partners, and government entities, and". The first constituents noted are not included in the committees that drafted the plan, appears mostly government to me. The others are represented by notes from previous meetings regarding the Greenway.	concern	Concern about the park planning process	1-49



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/29/2024		survey	114654253965	Amenity Zone 4: 5th Avenue S	This is silly. How can people comment when you haven't said what is planned for each zone? Even the link to full plan isn't 'clickable'!	concern	Concern about the park planning process	1-49
7/31/2024		survey	114656582077	Amenity Zone 8: West River Parkway	Need for Seward Neighborhood input, which the trail happily passes through. This is a much-appreciated amenity for the entire city (and very important for bicycle commuters).	concern	Concern about the park planning process	1-49
6/21/2024		survey	114628608570	Amenity Zone 8: West River Parkway	Land acknowledgement is just MPRB being performative, little being done to actually help Native communities.	concern	Concern land acknowledgement is performative	1-50
6/28/2024		survey	114634188699		The land acknowledgement is greatly lacking and seem performative especially in light of the lack of specific engagement with Native America tribal citizens as specific project stake holders.	concern	Concern land acknowledgement is performative	1-50
6/21/2024		survey	114628690970	Entire Regional Trail Boundary	Pretty great as it is, it is not worth it to close the whole trail for construction. There is no worth in closing the whole trail for construction.	concern	Concern regarding plan implementation and construction	1-51
6/21/2024		survey	114629152100	Entire Regional Trail Boundary	We are sick and tired of construction. We’re sick of things being torn up and closed down. This negativity affects our daily lives. Is this really necessary? Are the taxpayers paying for it ? Would the money be better used somewhere else? Is that even an option? If you live in Uptown specifically our lives have been upended by streets torn up, roads closed and detours. And now you want to rip up the greenway? When does it end? When can we at least get a break. I like the greenway as it is. Usable. Please, for the love of God, at least leave part of one side accessible so there are no detours.	concern	Concern regarding plan implementation and construction	1-51
6/28/2024		survey	114634188699	Amenity Zone 8: West River Parkway	The amenity zone 8 says nothing of what reparations will be done as land is acquired and no acknowledgment of this being specifically Dakota homeland. It rings false and very geared toward improvements for white park goers and bicyclists.	concern	Concern related to land acquisition	1-52



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	Page 49 & 54 (proposed acquisition): Concern for residents/neighbors on 40th Ave S. and wildlife.	concern	Concern related to land acquisition	1-52
7/28/2024		survey	114654004543	Amenity Zone 8: West River Parkway	Concern about adding an access point from the north of the Greenway at West River Parkway, when there already is one south of the Greenway: Adding a second access point will make this compact area much more complex considering the blind corner at the Shortline Bridge crossing at West River Parkway. If it is added, it should be designed with safety as the main consideration.	concern	Concern related to land acquisition	1-52
7/3/2024		survey	114637190105	Entire Regional Trail Boundary	With the population density being higher around the Midtown Greenway, I wonder if the Regional Trail funding and maintenance will be in proportion to this.	concern	Concern related to Regional Park funding impacts and/or MPRB capacity	1-53
7/11/2024		survey	114642075132	Entire Regional Trail Boundary	The Criteria Based System for MPRB Regional Park and Trail Capital Project Scheduling has many needy Parks and Trail that have been waiting for funding. How will this affect them?	concern	Concern related to Regional Park funding impacts and/or MPRB capacity	1-53
7/11/2024		in person community engagement	Attendees O.1	Entire Regional Trail Boundary	How will the Criteria Based System for MPRB Regional Park and Trail Capital Project Scheduling criteria be used? Have you taken into consideration the needs of existing MPRTB Parks and Trails. Particularly maintenance for park safety. I am concerned about competition for funding with other Regional parks such as Chain of Lakes. MPRB must be aware of the woman that was dragged into a thicket of buckthorn, raped	concern	Concern related to Regional Park funding impacts and/or MPRB capacity	1-53
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	While optimistic about the future of this valuable park land, I hope the support systems (\$\$\$ and workforce) are built into the plan to maintain it.	concern	Concern related to Regional Park funding impacts and/or MPRB capacity	1-53
8/5/2024		survey	114660067059	Outside of Regional Trail Boundary	Concern that MPRB will overextend itself by taking this project on.	concern	Concern related to Regional Park funding impacts and/or MPRB capacity	1-53
5/28/2024		in person community engagement	Attendee 1	Short Line Bridge	Questions pertaining to railroad bridges over the Mississippi river and what HCRRA plans to do. Saw people surveying the area and had questions about the plans for this area.	n/a	Question or General Statement	2-01
5/28/2024		in person community engagement	Attendee 2	Entire Regional Trail Boundary	What amenities can be placed in the amenity zones? What is the difference between local and regional amenities?	n/a	Question or General Statement	2-01



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5/28/2024	n/a	in person community engagement	Attendee 4	Entire Regional Trail Boundary	Doesn't the Met. Council transportation plan end near Hiawatha Ave? Why does HCRRA have potential transportation plans.	n/a	Question or General Statement	2-01
6/12/2024		in person community engagement	Attendee 1.1	Entire Regional Trail Boundary	ADA access – are trails/ramps in the plan?		Question or General Statement	2-01
6/12/2024		in person community engagement	Attendee 2.2	Entire Regional Trail Boundary	Excited to hear restrooms and drinking fountains are possible items to include.		Question or General Statement	2-01
6/17/2024	Dave	in person community engagement		Entire Regional Trail Boundary	Currently, the organization that's spearheaded and works day-to-day on it is the Midtown Greenway Coalition. How will they work together, how will you establish the relationship? Will it change the vision for future transit in the corridor? Does the plan include extending across the river and extending into St. Paul? If extending into St. Paul, is there any work with the city of St. Paul so if it is extended that it is part of the regional trail system, or is that on the Metropolitan Council.	n/a	Question or General Statement	2-01
6/17/2024	Lou	in person community engagement		Wayfinding - Entire Regional Trail Boundary	The wayfinding, will it be on the trail itself or will it help you get on it? On the western part, it's really confusing trying to get on the Greenway.	n/a	Question or General Statement	2-01
6/20/2024		survey	114628046454		Are green infrastructure opportunities being considered in critical areas for stormwater management?	n/a	Question or General Statement	2-01
6/20/2024		survey	114628342979	Entire Regional Trail Boundary	I just love it and bike almost every weekend 3 seasons a year. It's for me the best thing this city has.	n/a	Question or General Statement	2-01
6/22/2024	Steve	email		Entire Regional Trail Boundary	(Pg. 27) Multilingual might suggest considering a universal graphic/iconic graphic design communications when possible over fully literal.	n/a	Question or General Statement	2-01
6/24/2024		survey	114630693180	Amenity Zone 5: Cepro Site	It would be nice to go by the road given lake street is a busy road	n/a	Question or General Statement	2-01



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6/24/2024		survey	114630697263	Amenity Zone 3: Between Nicollet and 1st Avenue	Hard to find Greenway initially	n/a	Question or General Statement	2-01
6/28/2024		survey	114633342808	Amenity Zone 8: West River Parkway	Will the trail be extended over the river?	n/a	Question or General Statement	2-01
7/2/2024		survey	114636168891	Outside of Regional Trail Boundary	frey must resign	n/a	Question or General Statement	2-01
7/6/2024		survey	114638801856	Amenity Zone 3: Between Nicollet and 1st Avenue	I am interested in how this Midtown Greenway amenity is projected to align with the development of the former Kmart site	n/a	Question or General Statement	2-01
7/11/2024		survey	A	Entire Regional Trail Boundary	Midtown is great. More of something to look at to find grace.	suggestion	Question or General Statement	2-01
7/11/2024		in person community engagement	Attendees O.1	Entire Regional Trail Boundary	Could you speak to adding things like drinking fountains and bathrooms into the plan? Do you have a rough timeline for when HCRRA's vision of express rail service could be built alongside the trail? I skimmed the Plan and didn't see anything about public art. Would there be a separate public art plan? The W River Parkway is the only zone that does not have a bench. Why? Any reason we can't have two amenity zones on either side of Sabo? Have any more grade separations of at-grade road crossings been considered or would that be cost-prohibitive? Will the green space to the east of Sabo be included as an amenity zone? It's currently fenced off.		Question or General Statement	2-01
7/16/2024		survey	114645643246	Amenity Zone 1: The Mall	No I do not have any concerns.	n/a	Question or General Statement	2-01
7/16/2024		survey	114645643449	Amenity Zone 1: The Mall	Basic Restrictions.	n/a	Question or General Statement	2-01
7/23/2024		survey	114650276874	Entire Regional Trail Boundary	My Daughter has used the Greenway throughout her time as a student and a commuter to work, despite 2020 having many people working from home, there are still many commuters using the Greenway.	n/a	Question or General Statement	2-01
7/23/2024		in person community engagement	Attendees O.2	Entire Regional Trail Boundary	Could you describe why MPRB is the only entity eligible for the state funding in this project?		Question or General Statement	2-01
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	Page 57: Public Service Infrastructure: Hope it works, many players making decisions for the residents of and visitors to Minneapolis.	n/a	Question or General Statement	2-01



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7/25/2024		survey	114652466710	Amenity Zone 5: Cepro Site	It's never been easy to get from the greenway to Midtown Global Market. Maybe someday I'll be able to cruise from the midtown greenway up a ramp to a bike rack with space to lock my bike up at and get dinner or have a drink! It's really weird that there's a ramp at 18th Ave, but 17th Ave is the Bike Boulevard, and the connection between the two is an unlit vacant block with a sign saying the greenway is in the alley. ; There should either be a bustling greenway, or great bike lanes on 26th and 28th. The greenway is a little scary when it's so empty and hard to get to.	n/a	Question or General Statement	2-01
7/30/2024		survey	114655587950	Entire Regional Trail Boundary	Benches, picnic tables, and access to water often requires monitoring of the area.		Question or General Statement	2-01
6/20/2024		survey	114628097514	Entire Regional Trail Boundary	There should be more gradual and safe (i.e. longer and with merge zones) entrance and exit ramps. I hope these are within the scope of a broader vision for the long term future of this great asset to the area.	suggestion	Suggestion related to ramp design	2-02
6/20/2024		survey	114628041421	Amenity Zone 8: West River Parkway	Suggestion to change the bike entrance/exit on west river parkway. The turn from the greenway onto West River Road is dangerous, traffic if coming from behind you and there is nothing to stop them.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628052223	Amenity Zone 7: 28th	28th street is a very difficult one to cross. Adding anything to make this safer for pedestrians and bikes	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628055399	Amenity Zone 8: West River Parkway	Turing East onto West River Parkway is very difficult, looking at ways to smooth the turn to make it safer for bikers (so they don't have to look over their shoulder to cross) I suggest adding a path north of current trail and north of the big tree at the fork of the trail by 27th and West River Parkway. This would smooth out the turn and crossing for bikers.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628097514	Entire Regional Trail Boundary	The most dangerous crossings will some day have to be better addressed (I mean crossing 28th as one approaches the Sabo bridge from the west and the several busy street crossings east of the Sabo bridge, street crossings filled with traffic from the Target et. al. shopping area etc.) I hope these are within the scope of a broader vision for the long term future of this great asset to the area.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628254207	Amenity Zone 1: The Mall	Too many crossings and blind intersections for drivers and trail users. Possibly speed tables to help here	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628257995	Multiple Amenity Zones	Speed tables at 28th and 5th for traffic control	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/20/2024		survey	114628322223	Amenity Zone 7: 28th	Sabo Bridge crossings are problematic, addition of motion detected lights instead of "beg buttons" would make a big improvement	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/24/2024		survey	114630530053	Amenity Zone 7: 28th	Crossing at 26th and 27th feels unsafe. Suggestion to add better signage for cars to stop for bikers	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
6/28/2024		survey	114633862407	Amenity Zone 7: 28th	Improve the safety crossing the intersection on both sides of the Martin Olav Sabo Bridge (Olaf)	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01



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6/29/2024		survey	114634397366	Amenity Zone 8: West River Parkway	I'd like to see dedicated bike vs. pedestrian lanes or markings on the concrete pad reconstruction due to high ped and cycling traffic that crosses W River Pkwy to the multi-use trail.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/6/2024		survey	114638801856	Amenity Zone 3: Between Nicollet and 1st Avenue	Needs to be priority to separate cars from bikes, and bikes from pedestrians to the greatest extent.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/7/2024		survey	114639292638	Entire Regional Trail Boundary	Needs to be additional traffic calming where the Midtown Greenway intersects with cars. Need to have stop-signs above the road level for cars to actually stop instead of yellow flashing signs. (28th Street, Minnehaha Ave, 26th Ave, 27th Ave, 29th Ave, and 30th Ave) This is also true for entrances/exits off and on the greenway where trail users interact with cars. (Bryant Ave)	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/9/2024		survey	114640789154	Amenity Zone 4: 5th Avenue S	Need for some additional signage for cars to stop at this intersection. Currently the intersection feels very dangerous, as though cars do not realize they need to stop	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/11/2024		in person community engagement	Attendees O.1.2	Entire Regional Trail Boundary	Grade separation. We need nonstop traffic for bikes and stop signs for motorists. Take out stop signs for the Greenway and make it be right of way for cyclists and other trail users.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/11/2024		in person community engagement	Attendees O.1.22	Entire Regional Trail Boundary	Let's see Greenway users getting right of way at all intersections in the master plan.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/11/2024		in person community engagement	Attendees O.1.222	Entire Regional Trail Boundary	Grade separation. We need nonstop traffic for bikes and stop signs for motorists. Take out stop signs for the Greenway and make it be right of way for cyclists and other trail users. - Yes, I agree with you, thank you!	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/19/2024		survey	114647894840	Amenity Zone 8: West River Parkway	Crossings between West River Parkway and Hiawatha should prioritize non-motor vehicle crossings for individuals on the greenway.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/19/2024		survey	114648264084	Amenity Zone 1: The Mall	As one of the only at-grade intersections between cars and bikes bicycle amenities should come with ideas on how to protect the increased number of riders from car traffic. Additional signage planned to better inform drivers in the area that they are approaching the midtown greenway and that bicycle cross traffic does not stop.	suggestion	Suggestion to prioritize trail user safety at vehicle crossings	3-01
7/11/2024		in person community engagement	Attendees O.1	Entire Regional Trail Boundary	Just a note, I've been really happy with the Hennepin Security folks after a brief conversation with the Midtown Greenway Coalition about them. I'd like to see information about Hennepin County's Security featured more prominently on MPRB and Hennepin County's website.	suggestion	Suggestion to increase information sharing across agency websites	3-02



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7/8/2024		in person community engagement	Attendee E.E	Entire Regional Trail Boundary	Would like to have community cleanup opportunities at least a few times per year.	suggestion	Suggestion related to programming along the Greenway	3-03
7/11/2024		survey	B	Entire Regional Trail Boundary	Food vendors, spoken word	suggestion	Suggestion related to programming along the Greenway	3-03
7/12/2024		survey	114643168433	Entire Regional Trail Boundary	None of this plan makes the greenway accessible to me because I am too old and disabled to ride a two wheel bicycle. Need to make the greenway accessible for elders and disabled folks who may ride a two wheel bicycle, currently there is too much risk of falling. Do you have any idea how many older adults would like to ride tricycles on the Greenway if there were trikes? The city doesn't offer electric tricycles, which I could and would ride, I'm paying for something that's not accessible to me, eventho I think it should be, and it's discriminatory that it's not. You should offer tricycles for public borrowing.	suggestion	Suggestion related to programming along the Greenway	3-03
7/24/2024		in person community engagement	Attendee C	Entire Regional Trail Boundary	Live near the Greenway. It was beautiful when it started. There could be a focus on sports in the Greenway so people will use it again. It’s important, especially for children. Would like to use Greenway again.	suggestion	Suggestion related to programming along the Greenway	3-03
6/20/2024		survey	114628016114	Entire Regional Trail Boundary	Prioritize public art and gardens along the trail	suggestion	Suggestion to add public art	3-04
7/2/2024		survey	114636404045	Entire Regional Trail Boundary	Illegal graffiti is common on the greenway. Could this artistic talent be funneled into a specific location to create a purposeful graffiti gallery?	suggestion	Suggestion to add public art	3-04
6/24/2024		survey	114630695593	Amenity Zone 3: Between Nicollet and 1st Avenue	Wider bike trails	suggestion	Suggestion related to Greenway trail design	3-05
7/1/2024		survey	114635674634	Amenity Zone 3: Between Nicollet and 1st Avenue	I would like to see if the trail could be widened in this location.	suggestion	Suggestion related to Greenway trail design	3-05
7/7/2024		survey	114639292638	Entire Regional Trail Boundary	Like to see the bikeway and the pedestrian lane widened whenever possible, the south side of the corridor could be for pedestrian use if paved. Also widen the entrance/exit ramps from the greenway for increased visibility and to reduce the tight turns. The whole greenway should be lifted up as high as is reasonable for bikes/peds to comfortably pass under the bridges. Maybe we can have exit/merge lanes, like on a freeway from exit/entrance ramps so that we can avoid the tight turns and avoid running into other trail users.	suggestion	Suggestion related to Greenway trail design	3-05
7/8/2024		in person community engagement	Feedback E.1	Entire Regional Trail Boundary	The walking trail is narrow. Would like to see if the trail could be widened.	suggestion	Suggestion related to Greenway trail design	3-05
7/8/2024		in person community engagement	Feedback E.2	Entire Regional Trail Boundary	The walking trail is narrow. Would like to see if the trail could be widened.	suggestion	Suggestion related to Greenway trail design	3-05



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7/8/2024		in person community engagement	Feedback E.3	Entire Regional Trail Boundary	The walking trail is narrow. Would like to see if the trail could be widened.	suggestion	Suggestion related to Greenway trail design	3-05
7/8/2024		in person community engagement	Feedback E.4	Entire Regional Trail Boundary	The walking trail is narrow. Would like to see if the trail could be widened.	suggestion	Suggestion related to Greenway trail design	3-05
7/28/2024		survey	114654177915	Entire Regional Trail Boundary	It would be nice if the walking path were expanded and separated from the bike paths.	suggestion	Suggestion related to Greenway trail design	3-05
6/28/2024		survey	114633888539	Multiple Amenity Zones	We do not need permanent restrooms at all those sites, maybe not even port a potties at more than 2 or so.	suggestion	Suggestion to not include permanent restrooms	3-06
6/22/2024		survey	114629439100	Amenity Zone 3: Between Nicollet and 1st Avenue	I would like to see a tiny house community and a reimagining of what affordable housing could look like in an effort to draw attention to the most important inequality in our generation	suggestion	Suggestion to incorporate housing along the Greenway	3-07
7/29/2024		survey	114654928181	Entire Regional Trail Boundary	More shops/commercial spots along the Greenway like a brewery or a destination to make it more inviting.	suggestion	Suggestion for additional businesses along the regional trail	3-08
6/20/2024		survey	114628041421	Amenity Zone 1: The Mall	Access to the Mall and Lake Calhoun (Zone 2) is a bit tortured as you exit on the north side and go under the very skinny pathway below the Greenway. Is there a means to come off the north side?	suggestion	Suggestion to modify ramp access point by Lake of the Isles	3-09
6/20/2024		survey	114628062224	Outside of Regional Trail Boundary	Suggestion to include wayfinding from West River Parkway to the Greenway. The plan seems to suggest there is only signage on the Greenway side of the road. It can be hard to find Greenway for bike users on the West River Parkway trail	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
6/22/2024		survey	114629452668	Outside of Regional Trail Boundary	Wayfinding between the Greenway and lake street is needed	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
6/22/2024	Steve	email		Outside of Regional Trail Boundary	(Pg. 28) Hope this means also including signage to other bikeway exits or intersections to help bikers navigate the whole regional bike network.	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
6/24/2024		survey	114630795743	Outside of Regional Trail Boundary	Lastly, can the West River Parkway have more signage on how to get to Lake Street, how to get to St. Paul and how to get back to the Greenway? Right now it's confusing and sometimes you end up underneath Lake Street without even knowing it until it's too late.	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
6/28/2024		survey	114633917824	Outside of Regional Trail Boundary	Can the bridges that are above the Greenway have their street labels affixed to the bridge face?	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
7/6/2024		survey	114638988335	Amenity Zone 8: West River Parkway	Needs to be a sign on West River Parkway Trail indicating that users need to turn and cross the street there in order to get on the Midtown Greenway.	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10



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7/7/2024		survey	114639204765	Outside of Regional Trail Boundary	Instead of additional wayfinding along the trail, wayfinding to the trail from adjacent neighborhoods would be more helpful.	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
7/23/2024		survey	114650300437	Outside of Regional Trail Boundary	Suggestion to build on signage and coordinate with other agencies to increase signage on how to get back to the Greenway from key intersections (Lake St & Blaisdell, Nicollet & 29th, 5th Ave & Lake St., 10th Ave & Lake).	suggestion	Suggestion for wayfinding outside of the Regional Trail Boundary	3-10
7/30/2024		survey	114655708351	Entire Regional Trail Boundary	The ideas in the plan seem fine, if tame. The Greenway seems like such a good opportunity for a destination of activities in a necklace that connects the lakes to the river. It could be a place that draws people to it AND serves as a place of recreation, pride, and use for neighborhoods and residents along the route. I'd like to see a mix of uses along the Greenway that make it more than just a pretty bike path. Integrate a BMX / Mountain bike skills course, Food Truck Garden, skate park, Game area with corkscrew slide for kids from Elliot Avenue, Seating and Playground area, More Community Gardens & Art Space, An Outdoor Fitness area, Swings under the underpasses, splash pads for kids. Activities for winter - skating rinks, fat tire biking courses, groomed ski trails, ice sculpture gardens, winter fun runs..... Pull in private sector partnerships and imagine restaurants, a youth hostel, housing and social services businesses, music programming, films in the park, a pedestrian promenade, athletic competitions.... Make the Greenway a cultural destination with civic uses that bring people to it. In the summer months, it could be so vibrant.	suggestion	Suggestion to turn the Greenway into a destination with a variety of new amenities, housing, programming, etc.	3-11
6/20/2024		survey	114628291700		Concern about safety. Please police the trail, don't allow encampments and drug use under the bridges. The trail is a fabulous asset if it can be used safely.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
6/20/2024		survey	114628315533	Entire Regional Trail Boundary	The plan mentions safety, but--unless there are drastic changes to remove the drug use and the broken glass and other rubbish -I think there will still be potential to have some pretty unsafe situations.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
6/20/2024		survey	114628375906	Entire Regional Trail Boundary	Keeping it safe should be a priority, I like security cameras along the trail	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
6/22/2024		survey	114629411647	Multiple Amenity Zones	Amazing resources but there should be more security features should be prioritized.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
6/22/2024		survey	114629439100	Amenity Zone 3: Between Nicollet and 1st Avenue	Creative light ideas for night time would increase usage, safety, and enjoyment. LEDs have gotten very affordable as have solar panels	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12



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6/24/2024		survey	114630695593	Amenity Zone 3: Between Nicollet and 1st Avenue	Better lighting	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Attendee A.A	Entire Regional Trail Boundary	Safety and cameras are important. Add signs that there are security cameras.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Attendee B.B	Entire Regional Trail Boundary	Safety – people experiencing homelessness can be a concern. Would like to have patrols around. Make sure the blue emergency phones have a clear dispatch gps/location information instead of being general and connecting to an entrance.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Attendee E.E	Entire Regional Trail Boundary	Would like to see more police or security.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback F.1	Entire Regional Trail Boundary	Safety concern: e-bikes rush past without sound. Would like to see signs to improve safety.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback F.2	Entire Regional Trail Boundary	Safety concern: e-bikes rush past without sound. Would like to see signs to improve safety.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback F.3	Entire Regional Trail Boundary	Safety concern: e-bikes rush past without sound. Would like to see signs to improve safety.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback H.1	Entire Regional Trail Boundary	Safety and security is number one priority.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback H.2	Entire Regional Trail Boundary	Safety and security is number one priority.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/8/2024		in person community engagement	Feedback H.3	Entire Regional Trail Boundary	Safety and security is number one priority.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12



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7/8/2024		in person community engagement	Feedback H.4	Entire Regional Trail Boundary	Safety and security is number one priority.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/11/2024		survey	A	Entire Regional Trail Boundary	more lighting and color of greens	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/17/2024		survey	114646494399	Entire Regional Trail Boundary	Anything to increase lighting on the greenway is appreciated.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee A	Entire Regional Trail Boundary	Is it possible to put more security on the trails (ex: biking police). There are a lot of people experiencing homelessness along the trail.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee D	Entire Regional Trail Boundary	Connect with Mad Dads or a community group to help improve safety along the Greenway.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee E	Amenity Zone 7: 28th	See people selling drugs in this area. Used to have a business near the Greenway and 28th. There are no lights and people are afraid to use the trail. Would like to see lights.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee F	Amenity Zone 7: 28th	Cars are driving on the trail entering from 28th near the Smith Factory. Need signs to say don't enter this way. People may not know it isn't a road. Some people also drive fast through there.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee G	Entire Regional Trail Boundary	Security and community are important. The city needs to fix the security. I've also seen cars driving along the trail.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee H	Entire Regional Trail Boundary	The Greenway needs more lights and cameras.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12



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7/24/2024		in person community engagement	Attendee I	Entire Regional Trail Boundary	Right now, security is the most important thing. It will help with people getting business from the Greenway. Have to close my shop around 9pm.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee K	Entire Regional Trail Boundary	There should be a community group to go through the Greenway.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee L	Entire Regional Trail Boundary	Live at Harriet and haven't used the Greenway this year because there are a lot of needles that need to be cleaned up. Put a table in the garden and there are a lot of needles, so the space isn't useable. After 7 there's no security. Need to work towards building confidence in using the Greenway again.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee M	Entire Regional Trail Boundary	Used to walk the Greenway with family to walk to school. Everything changed when security wasn't there (ex: rape, murder). Had to tell family not to use the space because we lost confidence in safety. It's beautiful to see people bike and use the trail. The trail needs maintenance in places. The plan is interested, but in this area really need security. People next to the Greenway need to think about now.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee O	Amenity Zone 7: 28th	I would like more security because homeless are taking over and my kids don't feel safe. More lights would be great.	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		in person community engagement	Attendee P	Entire Regional Trail Boundary	More security (<i>original text in Spanish: mas seguridad</i>) Lights (<i>original text in Spanish: Lucas</i>)	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/29/2024		survey	114654928181	Multiple Amenity Zones	It would be nice to have brighter lighting	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/31/2024		survey	114656582077	Entire Regional Trail Boundary	Consequently it's critical to keep the Greenway SAFE and SECURE, with regular trash pickup, security oversight, and assistance directing unhoused individuals to services and secure housing	suggestion	Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means	3-12
7/24/2024		survey	114651649868	Entire Regional Trail Boundary	Page 7: "Looking ahead, the HCRRA envisions an integrated transit system with plans for an express rail service alongside the greenway." Hoping this is not to be at the same level as the bike trail and very separate so it does not ruin the peaceful nature of riding a bike on the Greenway.	concern	Concern regarding future transit corridor	3-13
7/25/2024	Carter	email		Outside of Regional Trail Boundary	Is anyone really proposing placing lightrail along the pedestrian and cycling path of the greenway? If that were to happen in would be crowded, loud, shut the trail down, and kill the vibe. It's perplexing to shoehorn a streetcar alongside the greenway.	concern	Concern regarding future transit corridor	3-13
7/1/2024		survey	114635674634	Outside of Regional Trail Boundary	Would like to see a path to the Greenway from the south side, where there is already a natural path developing.	suggestion	Suggestion for future transit corridor	3-14



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7/3/2024		survey	114637194107	Outside of Regional Trail Boundary	Should use the southern half of the trench to plant trees for shade, rain gardens, town homes, pollinator friendly plants, etc. If they scratch the idea of future transit there would be room for benches, splash pads, playgrounds, community gardens, fruit orchards. If they are going to build transit in the south trench, then build it and if not lets use it for the greenway.	suggestion	Suggestion for future transit corridor	3-14
7/3/2024	Jeffrey	email	n/a	Outside of Regional Trail Boundary	With new, faster rapid bus transit coming to Lake Street, it seems like a great time to dream about what the greenway could look like if the WHOLE TRENCH were available. Ex: Could plant 1,000 trees for shade, create rain gardens, add native plants galore, townhomes, splash pads, playgrounds, community gardens, skate parks, and basketball courts. The Greenway could be a gem. If transit is getting built, let's get moving. If not, let's start dreaming.	suggestion	Suggestion for future transit corridor	3-14
7/11/2024		in person community engagement	Attendees O.1.3	Outside of Regional Trail Boundary	Would express rail service mean light rail or heavy rail or has the mode not been decided yet? Ok, do you think there would be any single-tracked sections where there are space constraints or would the bridge abutments be rebuilt?	suggestion	Suggestion for future transit corridor	3-14
7/11/2024		in person community engagement	Attendees O.1.33	Outside of Regional Trail Boundary	How about “turf track” —grass instead of ballest between the rails. to be cynical— all of Matthews Park field is now weeds and it works fine.	suggestion	Suggestion for future transit corridor	3-14
7/11/2024		in person community engagement	Attendees O.1.333	Outside of Regional Trail Boundary	I strongly support turf tracks from perspectives of visual, heat retention, air quality, etc. They are used throughout Europe.	suggestion	Suggestion for future transit corridor	3-14
7/11/2024		in person community engagement	Attendees O.1.3333	Outside of Regional Trail Boundary	How about “turf track” —grass instead of ballest between the rails. to be cynical— all of Matthews Park field is now weeds and it works fine. - The greenway weeds already need to be maintained so maybe not a big change	suggestion	Suggestion for future transit corridor	3-14
7/31/2024		survey	114656582077	Outside of Regional Trail Boundary	I would not endorse an express rail or express bus corridor sharing space with the Greenway.	opposition	Opposition to future transit corridor	3-15
8/2/2024		survey	114658366190	Multiple Amenity Zones	For the love of god please don't cram a trolley on the greenway. Don't ruin a good thing. Keep it a space pedestrians. It is simply not needed.	opposition	Opposition to future transit corridor	3-15
8/3/2024		survey	114658633820	Multiple Amenity Zones	Please keep the trail free of trolleys	opposition	Opposition to future transit corridor	3-15
8/4/2024		survey	114659291868	Entire Regional Trail Boundary	Please reserve the Greenway for pedestrians only. Buy the land from the Railroad if you must. We do not and will never need a trolly.	opposition	Opposition to future transit corridor	3-15
7/16/2024		survey	114645687520	Outside of Regional Trail Boundary	Conserve the opportunity and make movement where possible to foster bringing rail service into the corridor.	support	Support for future transit corridor	3-16
6/26/2024		survey	114630795743	Amenity Zone 5: Cepro Site	I also hope the CEPRO site can add more public amenities and be less of a grab-bag of random stuff. The "garden" at CEPRO is a joke---it's 10 planter boxes on the sidewalk. MPRB can add trees and do more in-ground gardening and pollinator plantings. I'd love to see orchards with apple, peach and pear trees.	suggestion	Suggestion related to adopted CEPRO Park Plan	3-17
6/21/2024		survey	114628667127	Amenity Zone 1: The Mall	Unsure where the greenway passes through but concern about the park part of the Mall and the fountain slowing the flow of traffic on the trail. Also, can it be made pedestrian only? It says urban/pedestrian focused, but has a car pictured	suggestion	Suggestion related to adopted The Mall Park Plan	3-18



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6/22/2024		survey	114629452668	Amenity Zone 1: The Mall	No cars on the mall to give space for amenities and to make it quiet	suggestion	Suggestion related to adopted The Mall Park Plan	3-18
7/7/2024		survey	114639311648	Amenity Zone 1: The Mall	Need to be an easy way to maneuver by bike between Midtown Greenway and Hennepin Avenue. Needs to be a connection between Hennepin and Greenway.	support	Support for the adopted The Mall Park Plan	3-19
6/24/2024		survey	114630703619	Amenity Zone 2: Soo Line Garden	I would like to see benches & a work station here.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
6/24/2024		survey	114630770379	Amenity Zone 2: Soo Line Garden	There should be multiple ways to get on and off The Greenway they're are not enough entrances right now. More benches, signage, information about the businesses near The Greenway	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
6/24/2024		survey	114630795743	Amenity Zone 2: Soo Line Garden	The Soo Line Garden is the only actual greenspace on the Greenway, so please leave it alone and respect the community. It's an ecological habitat, a pollinator zone, and now a critical piece of stormwater infrastructure. Do not pave it over, do not add ramps to it, and do not add cement. The County can build a ramp on Grand Avenue (whose bridge will be rebuilt) and Pillsbury Avenue (whose bridge will also be rebuilt). It makes sense to have a ramp there, not through the only community garden in the densest neighborhood in the city.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
6/30/2024		survey	114634918126	Amenity Zone 2: Soo Line Garden	Ensure this space retains its essential elements and vitality. Please through future engagement prove how MPRB is responding and taking guidance or running contrary to community visions and why.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/1/2024		survey	114635671183	Amenity Zone 2: Soo Line Garden	The existing wood mulch path through the garden is steep and not a stable or safe access for many residents including children and seniors. The Amenity Zone at the Soo Line Garden must include paved access to Harriet and Garfield Avenues. The Whittier neighborhood needs safe access to the Greenway.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/2/2024		survey	114636403768	Amenity Zone 2: Soo Line Garden	Please keep Soo Line Garden green and unpaved, it’s the only green space on the greenway and kids need it.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/2/2024		survey	114636548993	Amenity Zone 2: Soo Line Garden	How are “community gardens” an amenity along with Porto potties, picnic tables, trash cans, and signs? I mean one of these things is not like the others. Just leave Soo Garden alone for god’s sake.		Suggestion related to Soo Line Garden future improvements	3-20
7/5/2024		survey	114638514717	Amenity Zone 2: Soo Line Garden	Keep Soo Line green and natural no cement.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/21/2024		survey	114649087946	Amenity Zone 2: Soo Line Garden	Give us an ADA accessible path down the trail. Extremely disappointed the board caved to the group of gardeners earlier this year.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/23/2024		survey	114650276874	Amenity Zone 2: Soo Line Garden	Looking forward to the revitalization of the Soo Line garden in the 22nd century. Soo Line garden is the jewel of the South Whittier neighborhood. We want to see it continue into the next century. It provides gardening space with food and flowers for many many city dwellers, a produce bounty for food shelves, a banquet for pollinators and a huge green area that joins smoothly into the Greenway paths and plantings.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/28/2024		survey	114653978265	Amenity Zone 2: Soo Line Garden	I am so thankful that Soo Line Garden will be preserved and not turned into a bike highway ramp now that the Hennepin County plan is dead. Please keep it that way. Don't turn parks into bike throughways. Please keep these gathering places where people can just stand and talk and not always be in constant motion.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/28/2024		survey	114654100450	Amenity Zone 2: Soo Line Garden	It's important to me that there be no loss of community garden space at Soo Line Garden	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
7/30/2024		survey	114655587950	Amenity Zone 2: Soo Line Garden	Please avoid any development around the Soo line community garden. Refrain from putting permanent structures near the garden.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/1/2024		survey	114657156019	Amenity Zone 2: Soo Line Garden	The Soo Line Garden is an important part of the Midtown Greenway experience. Keeping this garden in its current state keeps the Greenway green and keeps the path a unique and special place to bike or walk.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20



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8/3/2024		survey	114658735707	Amenity Zone 2: Soo Line Garden	I do not believe it’s necessary to spend money on building a more accessible ramp to the green way through the garden. There are other ways to get down there which means only going a block over. To disrupt a sustainable natural site that in the past had toxins in the soil from an industrial site that used to be there could potentially unearth those toxins buried in the ground causing harm to the neighboring community, animals/ plant life etc. . It encourages a positive development in connection with our neighbors and also educate those about native plants, sustainability & preserving nature for the community. It is important to remember You are on Native land and it is in your interest to leave this space for those to nurture and heal given the positive impact this beautiful space	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659108207	Amenity Zone 2: Soo Line Garden	I am writing because I am firmly against developing the soo line garden with additional paved pathways or creating a bike route through the garden. Please do not destroy this garden oasis, which is home to countless birds and insects drawn to the plantings and lack of busy traffic. Please listen to the gardeners, Whittier elementary school teachers and neighbors. There are bike paths onto the greenway on either side of the garden - Nicollet and Bryant.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659174362	Amenity Zone 2: Soo Line Garden	Soo Line is an important green space and nature education site in my Whittier community. I work with elementary school students in the community garden and it is really their best access to nature in a dense neighborhood. Please do not add pavement or a bike ramp to this valued community gathering space. Educational signs about pollinators, trees, etc would be awesome!	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659233120	Amenity Zone 2: Soo Line Garden	Soo Line Community Garden is a vital resource for the neighborhood and should be preserved and cherished for many years to come.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659235563	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations. There are many other options for a ramp rather than through Soo Line community garden. Our garden actually precedes the Greenway, which we fully supported when it was first begun. Please support us now!	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659237985	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations. Please stop trying to interfere with SooLine garden and just leave it alone.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659252743	Amenity Zone 2: Soo Line Garden	I don't know what the plan is for zone two but the area is very rich in its own naturalness. enjoy but do not destroy we have always been interactive with visitors	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659261332	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659275642	Amenity Zone 2: Soo Line Garden	I hope that the future of Soo Line Community garden retains the DIY vibe, including individual plots for gardeners to use as they wish, within agreed to structure and rules. I hope, too, that we consider how to make the garden a safe space--that does not mean, I think, that it should foreground public access over a secure location that promotes urban agriculture, education, and community building.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20



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8/4/2024		survey	114659275741	Amenity Zone 2: Soo Line Garden	Soo Line garden is an incredible community space. It would be a terrible mistake to reduce the size of the already sought after garden plots. There’s a waitlist every year. This year, I was forced to find a different community garden farther from my apartment due to the soil contamination, and I’ve sorely missed it. I hope we can reconsider how we approach the soil remediation; the soil is part of what makes soo line so valuable. It’s been organically tended to for 30+ years. Ask any soil scientist- you can’t easily replace that. It’s like gold to us gardeners. There is a whole ecosystem there. I hope we can consider retesting the soil or finding a different way to ameliorate the problem. Is it really so much worse than soil elsewhere in Minneapolis, in other community gardens and in our yards? I want to know more!	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/4/2024		survey	114659279754	Amenity Zone 2: Soo Line Garden	I think preserving the Soo Line garden is important as a green space in a densely populated portion of the city. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community built in this space.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114659538686	Amenity Zone 2: Soo Line Garden	Protect the garden and the unique patchwork in which it grows and changes with the season. Do not turn this beloved place into another cookie cutter disaster. Allow the gardeners to return to the space to rebuild their plots in their own individual way- no rows and rows of boxes designated for growing, no artificial lighting, no paved bikeway. Allow this to be again what it once was- a place of creativity and community. Access to the trail is better suited on the south side of the Greenway.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114659643488	Amenity Zone 2: Soo Line Garden	Amenity Zone 2 should be very minimal and not encourage large groups of bicyclists in the garden space. One or two benches would be great. Concerns about the public restroom and more amenities would be abused by the population and encourage more people to use the garden for things other than gardening	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114659648421	Amenity Zone 2: Soo Line Garden	Please do not allow paving in the Soo Line Garden. Protect it from development. It is a very important place and should be preserved for future generations.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114659748882	Amenity Zone 2: Soo Line Garden	Soo Line should remain primarily a community garden, It is already a gathering space and community hub which should not be disturbed. Focus on other areas and leave Soo Line alone	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114659871517	Amenity Zone 2: Soo Line Garden	Please protect Soo Line as a community run legacy garden. Do not make decisions on the site as they are the primary caretakers and stakeholders.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
8/5/2024		survey	114660067059	Amenity Zone 2: Soo Line Garden	Please do not develop the Soo Line Garden, it would destroy 3- years of community history and take away a peaceful, safe, green oasis that provides green space in a urban environment amidst a warming climate.	suggestion	Suggestion related to Soo Line Garden future improvements	3-20
6/20/2024		survey	114628056481	Amenity Zone 2: Soo Line Garden	I see the Soo Line Garden area is listed as still in planning. Is the pedestrian trail from the road down to the Greenway, just southeast of the Soo Line Garden, being considered as a place to put a wheelchair/walker accessible entry to the Greenway?	concern	Concern related to Soo Line Garden	3-21
7/16/2024		survey	114645643870	Amenity Zone 2: Soo Line Garden	Who would own this garden? What would be grown? How would what be grown help the community?	concern	Concern related to Soo Line Garden	3-21
6/24/2024		survey	114630299177	Multiple Amenity Zones	will the prairie/savannah areas mean fewer-to-none huge trucks and SUVs in our bike and pedestrian only space? i get awfully sick of seeing Tree Trust, Hennepin County, City of Minneapolis, and other vehicles down there.	concern	Concern related to maintaining improvements	3-22
7/8/2024		survey	114639588773	Multiple Amenity Zones	The biggest issue for me is how the amenities zones will be maintained for cleanliness and security once they have been implemented.	concern	Concern related to maintaining improvements	3-22
6/24/2024		survey	114630540116	Multiple Amenity Zones	Repaving maintenance is crucial	suggestion	Suggestion to improve or maintain paved trail quality	3-23



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6/28/2024		survey	114633915263	Entire Regional Trail Boundary	Will the pavement be improved? One section was repaved, but the rest needs some serious upgrades.	suggestion	Suggestion to improve or maintain paved trail quality	3-23
7/7/2024		survey	114639175849	Entire Regional Trail Boundary	Need to make sure the trail is maintained and smooth (refinished, paving, infrared patching, etc.). Ensure there is a maintenance routine.	suggestion	Suggestion to improve or maintain paved trail quality	3-23
7/7/2024		survey	114639204765	Entire Regional Trail Boundary	There should be a focus on installing high quality paving and maintaining the paving over the entirety of the Greenway.	suggestion	Suggestion to improve or maintain paved trail quality	3-23
7/25/2024	Carter	email		Entire Regional Trail Boundary	I've heard widely among cyclists is that while aesthetics enhance the experience, the most important aspect of the trail is maintaining a smooth surface	suggestion	Suggestion to improve or maintain paved trail quality	3-23
7/27/2024		survey	114653604744	Entire Regional Trail Boundary	My main priority for this trail is to have SMOOTH PAVEMENT. The part west of 5th Ave has been done, now it's time to do the rest of it to the river! Can't believe all this money is going to be spent and all we're getting is signs, benches, and trash cans.	suggestion	Suggestion to improve or maintain paved trail quality	3-23
8/2/2024		survey	114658366190	Multiple Amenity Zones	All improvements will better the experience of using the greenway, however there is one factor that rises above all others and that is to pay attention to assuring there is a smooth riding surface that is maintained along the entire length of the greenway.	suggestion	Suggestion to improve or maintain paved trail quality	3-23
8/3/2024		survey	114658633820	Multiple Amenity Zones	Please keep the trail smooth	suggestion	Suggestion to improve or maintain paved trail quality	3-23
6/20/2024		survey	114628046454	Ecological Enhancements - Entire Regional Trail Boundary	Appreciate the addition of native plantings. There needs to be clear directive of which agency is responsible for their maintenance	suggestion	Suggestion related to maintenance along the regional trail	3-24
6/20/2024		survey	114628254207	Entire Regional Trail Boundary	More cleaning, street sweeping. steps to mitigate the glass would be appreciated but budgeting street sweeping weekly on the Greenway would be a good goal.	suggestion	Suggestion related to maintenance along the regional trail	3-24
6/24/2024		survey	114630540116	Multiple Amenity Zones	Plowing during the winter is crucial	suggestion	Suggestion related to maintenance along the regional trail	3-24
6/24/2024		survey	114630697263	Amenity Zone 3: Between Nicollet and 1st Avenue	Concern about trash and glass on the trail which makes it challenging to bike	suggestion	Suggestion related to maintenance along the regional trail	3-24
6/28/2024		survey	114633915263	Wayfinding - Entire Regional Trail Boundary	Signs on the Greenway are constantly being vandalized. What will be done to prevent this and will vandalized signs be replaced expeditiously?	suggestion	Suggestion related to maintenance along the regional trail	3-24
6/28/2024		survey	114633917824	Multiple Amenity Zones	Please keep winter time snow management a priority.	suggestion	Suggestion related to maintenance along the regional trail	3-24
7/24/2024		in person community engagement	Attendee N	Entire Regional Trail Boundary	It's a nice place to bike if it's safer. There should be more call boxes that are spaced out.	suggestion	Suggestion for additional call boxes	3-25
6/30/2024		survey	114634975961	Entire Regional Trail Boundary	Greenway security is good <i>(original text in Somali: Security u gar ah greenway ba wanaagsan)</i>	support	Support for general trail safety	3-26
7/21/2024		survey	114648953658	Entire Regional Trail Boundary	I use the trail several times a week other than during snow/ice season. Please continue to address safety issues for a trail shared by pedestrian & bikers.	support	Support for general trail safety	3-26



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/23/2024		survey	114629778170	Multiple Amenity Zones	Concerned about vandalism - stolen copper wire East of Sago. Light makes it more pleasant.	concern	Concern related to lighting	3-27
6/30/2024		survey	114635041715	Multiple Amenity Zones	Unless copper vandal-proof lighting is installed, all 8 zones will not form a safe cycling corridor.	concern	Concern related to lighting	3-27
7/1/2024		survey	114635285161	Amenity Zone 6: Bloomington	I wouldn't waste money on lights that don't work and/or the copper gets stolen. Seems like a waste of money.	concern	Concern related to lighting	3-27
6/20/2024		survey	114628055399	Entire Regional Trail Boundary	There are often unhoused folks along the Greenway who pose a safety concern to cyclists when there are encampments or folks who get in the way when cyclists are moving very fast.	concern	Concern related to safety on the Greenway	3-28
7/2/2024		survey	114636549216	Entire Regional Trail Boundary	I think it's gonna be difficult to have any major recreational changes on the Greenway until the homeless and drug use is addressed. Other stuff doesn't make sense when there's so much drug use along the trail.	concern	Concern related to safety on the Greenway	3-28
7/3/2024		survey	114637406094	Amenity Zone 7: 28th	unsafe	concern	Concern related to safety on the Greenway	3-28
7/16/2024		survey	114645643191	Amenity Zone 5: Cepro Site	A lot of people using drugs in this area.	concern	Concern related to safety on the Greenway	3-28
7/24/2024		in person community engagement	Attendee B	Amenity Zone 7: 28th	People are driving cars on the trail.	concern	Concern related to safety on the Greenway	3-28
7/24/2024		in person community engagement	Attendee N	Entire Regional Trail Boundary	My kids don't feel safe on the Greenway. They're afraid to go outside along the trail – see people experiencing homelessness doing drugs, etc. and it stays with them. Between 4th and 28th there are more people experiencing homelessness and less lighting compared to between the lakes and 4th.	concern	Concern related to safety on the Greenway	3-28
6/12/2024		in person community engagement	Attendee 4.4	Entire Regional Trail Boundary	Enhance the river road connection to Lake Street if the Short Line bridge connection to St. Paul isn't a viable option.	suggestion	Comment or question outside of Regional Trail Boundary	3-29
6/20/2024		survey	114628041421	Multiple Amenity Zones	I ride the trail often. Bryn Mawr (home) down Kenilworth to Greenway to River Road, back to Kenilworth and home. The quantity of protracted closures for LRT and other construction has made this route unusable. I completely support public improvements, but the duration(s) have become absurd.	n/a	Comment or question outside of Regional Trail Boundary	3-29
6/20/2024		survey	114628322223	Outside of Regional Trail Boundary	26th Ave east of Minnehaha there is a problem with large semi trucks parking in bike lanes	n/a	Comment or question outside of Regional Trail Boundary	3-29
6/23/2024		survey	114629778170	Outside of Regional Trail Boundary	I'm hoping the park/throughway proposed for Nicollet makes the greenway better and not worse!	n/a	Comment or question outside of Regional Trail Boundary	3-29
7/4/2024		survey	114637713309	Amenity Zone 7: 28th	Is it possible to have a dedicated bike lane (like Bryant's setup) running north to south that connects somewhere near Amenity Zone 6 or 7? Hooking up a Bryant Ave S type dedicated protected bike lane from either the Lake Hiawatha area or a bit west (though still east of I35) would be amazing	suggestion	Comment or question outside of Regional Trail Boundary	3-29
7/7/2024		survey	114639292638	Outside of Regional Trail Boundary	The transit modes available on Nicollet Ave should be altered. Private motor vehicles should be prohibited. Only pedestrians, bikes, public transit, and service/delivery vehicles should be allowed.	n/a	Comment or question outside of Regional Trail Boundary	3-29



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/22/2024		survey	114649407876	Outside of Regional Trail Boundary	Suggestion for a street level pedestrian experience overlooking the greenway on the south side of the greenway. Adding a pedestrian path like a sidewalk on the north side of 29th street at street level it improves pedestrian paths on 29th street, allows better pedestrian experience on the north side of the greenway on busy days. by increasing the options and paths for people to choose, and gives alternative options for pedestrians during periods where the pedestrian path (and bike path itself) on the greenway itself is congested.; Thank you for maintained the fence along 29th street over the past two years. More street level waste receptacle along 29th street would get utilized and improve trash on the street and from getting washed down the storm sewers.	n/a	Comment or question outside of Regional Trail Boundary	3-29
6/20/2024		survey	114628025118	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628035179	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628038288	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628046324	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628046455	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628052870	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628072140	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628079683	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628080222	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628080367	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628101956	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628102651	n/a	no comment made	n/a	n/a	
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6/20/2024		survey	114628205614	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628246548	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628253656	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628256870	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628257004	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628257412	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628257766	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628257842	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/20/2024		survey	114628260037	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628263661	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628265763	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628266939	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628269624	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628271757	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628272850	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628274077	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628275931	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628278409	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628278944	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628279920	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628284716	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628288599	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628290802	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628304397	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628305325	n/a	no comment made	n/a	n/a	
6/20/2024		survey	114628305950	n/a	no comment made	n/a	n/a	
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6/21/2024		survey	114628504839	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628549482	n/a	no comment made	n/a	n/a	



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6/21/2024		survey	114628617210	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628633437	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628644607	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628651512	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628653261	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628662021	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628662387	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628672305	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628673008	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628689365	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628695372	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628701138	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628701692	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628710542	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628714278	n/a	no comment made	n/a	n/a	
6/21/2024		survey	114628715366	n/a	no comment made	n/a	n/a	
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6/21/2024		survey	114628741629	n/a	no comment made	n/a	n/a	
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6/21/2024		survey	114629204053	n/a	no comment made	n/a	n/a	



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6/21/2024		survey	114629221716	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629344837	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629375316	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629402832	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629441937	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629446049	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629464031	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629464299	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629483459	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629507168	n/a	no comment made	n/a	n/a	
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6/22/2024		survey	114629557465	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629581740	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629616962	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629633757	n/a	no comment made	n/a	n/a	
6/22/2024		survey	114629938555	n/a	no comment made	n/a	n/a	
6/23/2024		survey	114629702472	n/a	no comment made	n/a	n/a	
6/23/2024		survey	114629718638	n/a	no comment made	n/a	n/a	
6/23/2024		survey	114629730349	n/a	no comment made	n/a	n/a	
6/23/2024		survey	114629776161	n/a	no comment made	n/a	n/a	
6/23/2024		survey	114629807615	n/a	no comment made	n/a	n/a	
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6/23/2024		survey	114629905908	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630183549	n/a	no comment made	n/a	n/a	
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6/24/2024		survey	114630540614	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630588772	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630614155	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630690405	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630690791	n/a	no comment made	n/a	n/a	
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6/24/2024		survey	114630707992	n/a	no comment made	n/a	n/a	
6/24/2024		survey	114630766615	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/24/2024		survey	114630825083	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114630969419	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631121208	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631149493	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631216730	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631238502	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631427691	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631541328	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631548853	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631672043	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114631944704	n/a	no comment made	n/a	n/a	
6/25/2024		survey	114637819899	n/a	no comment made	n/a	n/a	
6/26/2024		survey	114632000428	n/a	no comment made	n/a	n/a	
6/26/2024		survey	114632280525	n/a	no comment made	n/a	n/a	
6/26/2024		survey	114632341267	n/a	no comment made	n/a	n/a	
6/26/2024		survey	114632603628	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114632841119	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633144878	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633180278	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633281093	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633378564	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633423404	n/a	no comment made	n/a	n/a	
6/27/2024		survey	114633443036	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633663367	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633731523	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633761248	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633840066	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633857924	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633859060	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633859850	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633859916	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633861463	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633862424	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633865012	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633865202	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633866595	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633873798	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633874540	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633883546	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633886725	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633886990	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633902801	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633905526	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/28/2024		survey	114633909586	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633921453	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633946641	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633954642	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114633994083	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634002711	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634011922	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634020544	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634039578	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634068444	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634075283	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634088974	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634103934	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634109420	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634136023	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634136952	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634150691	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634158014	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634176638	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634182337	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634189975	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634194763	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634217750	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634227411	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634230061	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634239048	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114634410119	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114638110037	n/a	no comment made	n/a	n/a	
6/28/2024		survey	114639353763	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634382199	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634394953	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634395193	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634414561	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634442999	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634466036	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634467453	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634571563	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634618493	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634630863	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634634743	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634685269	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
6/29/2024		survey	114634885794	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634898046	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114634952871	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114636699875	n/a	no comment made	n/a	n/a	
6/29/2024		survey	114637437989	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114634777323	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114634841218	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114634916949	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114634950393	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114635020675	n/a	no comment made	n/a	n/a	
6/30/2024		survey	114635037923	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635399131	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635688539	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635713454	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635723846	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635744666	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635781715	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635783467	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635785774	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114635799769	n/a	no comment made	n/a	n/a	
7/1/2024		survey	114653574912	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636112078	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636153944	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636195278	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636389098	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636492966	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636529118	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636533103	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636591564	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636603688	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636679096	n/a	no comment made	n/a	n/a	
7/2/2024		survey	114636682517	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114636975297	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637020651	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637219467	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637269304	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637300838	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637302886	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637304726	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637438371	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637469158	n/a	no comment made	n/a	n/a	
7/3/2024		survey	114637482546	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/4/2024		survey	114637948474	n/a	no comment made	n/a	n/a	
7/5/2024		survey	114638316582	n/a	no comment made	n/a	n/a	
7/5/2024		survey	114638404499	n/a	no comment made	n/a	n/a	
7/5/2024		survey	114638562722	n/a	no comment made	n/a	n/a	
7/5/2024		survey	114638611269	n/a	no comment made	n/a	n/a	
7/5/2024		survey	114638658146	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638814811	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638814845	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638815592	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638879683	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638884869	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638891751	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638939487	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638961131	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638983736	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114638989457	n/a	no comment made	n/a	n/a	
7/6/2024		survey	114639002564	n/a	no comment made	n/a	n/a	
7/7/2024		survey	114639110874	n/a	no comment made	n/a	n/a	
7/7/2024		survey	114639239944	n/a	no comment made	n/a	n/a	
7/7/2024		survey	114639248441	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114639580082	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114639635638	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114639640886	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114639742823	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114639751881	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114640170211	n/a	no comment made	n/a	n/a	
7/8/2024		survey	114640231546	n/a	no comment made	n/a	n/a	
7/9/2024		survey	114640718259	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641385671	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641597212	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641726145	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641742137	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641781145	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641812229	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114641812595	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114642051070	n/a	no comment made	n/a	n/a	
7/10/2024		survey	114642862643	n/a	no comment made	n/a	n/a	
7/11/2024		survey	114642482140	n/a	no comment made	n/a	n/a	
7/11/2024		survey	114642517134	n/a	no comment made	n/a	n/a	
7/11/2024		survey	114642578727	n/a	no comment made	n/a	n/a	
7/11/2024		survey	114642585520	n/a	no comment made	n/a	n/a	
7/11/2024		survey	114642598595	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/11/2024		survey	114644016586	n/a	no comment made	n/a	n/a	
7/12/2024		survey	114642972370	n/a	no comment made	n/a	n/a	
7/12/2024		survey	114643086653	n/a	no comment made	n/a	n/a	
7/13/2024		survey	114643631627	n/a	no comment made	n/a	n/a	
7/14/2024		survey	114643891222	n/a	no comment made	n/a	n/a	
7/14/2024		survey	114643914754	n/a	no comment made	n/a	n/a	
7/14/2024		survey	114643989541	n/a	no comment made	n/a	n/a	
7/15/2024		survey	114644520648	n/a	no comment made	n/a	n/a	
7/15/2024		survey	114644634512	n/a	no comment made	n/a	n/a	
7/15/2024		survey	114644806628	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645120640	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645121719	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645628281	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645642991	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645643267	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645643341	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645643709	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645644187	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645645489	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645648881	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645652415	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645655507	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645702367	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645770575	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645859401	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645863101	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114645872765	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114646214372	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114646292923	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114646572580	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114646592060	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114646840622	n/a	no comment made	n/a	n/a	
7/16/2024		survey	114651085528	n/a	no comment made	n/a	n/a	
7/17/2024		survey	114646286504	n/a	no comment made	n/a	n/a	
7/17/2024		survey	114646360016	n/a	no comment made	n/a	n/a	
7/17/2024		survey	114646576736	n/a	no comment made	n/a	n/a	
7/17/2024		survey	114646600629	n/a	no comment made	n/a	n/a	
7/17/2024		survey	114646633093	n/a	no comment made	n/a	n/a	
7/18/2024		survey	114647198940	n/a	no comment made	n/a	n/a	
7/18/2024		survey	114647365300	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/18/2024		survey	114647392708	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114647831193	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114647912108	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114647934127	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114647949420	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114648238635	n/a	no comment made	n/a	n/a	
7/19/2024		survey	114648272272	n/a	no comment made	n/a	n/a	
7/20/2024		survey	114648375306	n/a	no comment made	n/a	n/a	
7/20/2024		survey	114648628046	n/a	no comment made	n/a	n/a	
7/21/2024		survey	114648992654	n/a	no comment made	n/a	n/a	
7/21/2024		survey	114649060262	n/a	no comment made	n/a	n/a	
7/21/2024		survey	114649112857	n/a	no comment made	n/a	n/a	
7/22/2024		survey	114649143795	n/a	no comment made	n/a	n/a	
7/22/2024		survey	114649391910	n/a	no comment made	n/a	n/a	
7/22/2024		survey	114649814268	n/a	no comment made	n/a	n/a	
7/22/2024		survey	114649933959	n/a	no comment made	n/a	n/a	
7/23/2024		survey	114650520763	n/a	no comment made	n/a	n/a	
7/23/2024		survey	114650617002	n/a	no comment made	n/a	n/a	
7/23/2024		survey	114650730276	n/a	no comment made	n/a	n/a	
7/24/2024		survey	114651719967	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652001463	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652002245	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652437379	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652445180	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652473035	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652487510	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652522000	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652541421	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652590946	n/a	no comment made	n/a	n/a	
7/25/2024		survey	114652890481	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114652924804	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114652952080	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653098472	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653099856	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653175258	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653187070	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653286986	n/a	no comment made	n/a	n/a	
7/26/2024		survey	114653673286	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653558671	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
7/27/2024		survey	114653576480	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653588459	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653603873	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653662395	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653695744	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653696373	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653721610	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653741948	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653787088	n/a	no comment made	n/a	n/a	
7/27/2024		survey	114653792610	n/a	no comment made	n/a	n/a	
7/28/2024		survey	114653901056	n/a	no comment made	n/a	n/a	
7/28/2024		survey	114654053895	n/a	no comment made	n/a	n/a	
7/28/2024		survey	114654105100	n/a	no comment made	n/a	n/a	
7/28/2024		survey	114654177330	n/a	no comment made	n/a	n/a	
7/29/2024		survey	114654433970	n/a	no comment made	n/a	n/a	
7/29/2024		survey	114654451049	n/a	no comment made	n/a	n/a	
7/29/2024		survey	114654668829	n/a	no comment made	n/a	n/a	
7/29/2024		survey	114654700302	n/a	no comment made	n/a	n/a	
7/29/2024		survey	114654844093	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655284756	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655351105	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655472217	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655505380	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655572715	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655573187	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114655719787	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114656510790	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114656533523	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114656550328	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114657473863	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114657491618	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114657530210	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114657791606	n/a	no comment made	n/a	n/a	
7/30/2024		survey	114657801636	n/a	no comment made	n/a	n/a	
7/31/2024		survey	114656388479	n/a	no comment made	n/a	n/a	
7/31/2024		survey	114656394929	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114657065831	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114657097665	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114657507043	n/a	no comment made	n/a	n/a	



DATE	NAME	METHOD	RESPONDENT ID	LOCATION OR AMENITY	COMMENT SUMMARY	SENTIMENT	THEME	THEME ID
8/1/2024		survey	114657544703	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114657604335	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114657630268	n/a	no comment made	n/a	n/a	
8/1/2024		survey	114658039259	n/a	no comment made	n/a	n/a	
8/2/2024		survey	114658369146	n/a	no comment made	n/a	n/a	
8/2/2024		survey	114658376140	n/a	no comment made	n/a	n/a	
8/2/2024		survey	114658378595	n/a	no comment made	n/a	n/a	
8/2/2024		survey	114658380584	n/a	no comment made	n/a	n/a	
8/3/2024		survey	114658732910	n/a	no comment made	n/a	n/a	
8/3/2024		survey	114658761043	n/a	no comment made	n/a	n/a	
8/4/2024		survey	114659110720	n/a	no comment made	n/a	n/a	
8/4/2024		survey	114659228459	n/a	no comment made	n/a	n/a	
8/4/2024		survey	114659248456	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659521289	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659549640	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659553551	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659639667	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659656228	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659698207	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659700675	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659710162	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659748518	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114659869568	n/a	no comment made	n/a	n/a	
8/5/2024		survey	114660070182	n/a	no comment made	n/a	n/a	

Respondent ID	Start Date	What Amenity Zone or amenity (wayfinding or ecological enhancements) within the Midtown Greenway Regional Trail would you like to comment on?	What ideas or concerns would you like to share about what's shown in the draft document for this Amenity Zone?	Is there anything else you'd like to share about the draft Midtown Greenway Regional Trail Plan?
114660067059	2024-08-05 20:54:08	Amenity Zone 2: Soo Line Garden	Please do not develop Soo Line into a paved bike route - as proposed by Hennepin County. An important aspect of this 30+ year amenity (existing before the Midtown Greenway's conception) is building community. It also has provided a peaceful, safe green oasis in the densest neighborhood of Minneapolis. It would be a travesty and would clearly go against what an urban environment needs in a warming climate. Please keep Soo Line unpaved and green, with spaces for community to gather, garden and rest in nature.	I hope that MPRB does not overextend itself by taking this on.
114660070182	2024-08-05 21:01:47	Amenity Zone 2: Soo Line Garden		
114659871517	2024-08-05 14:45:00	Amenity Zone 2: Soo Line Garden	Please protect Soo Line as a community run legacy garden. Partner with Soo Line to make decisions on the site as they are the primary caretakers and stakeholders. Don't allow Hennepin County or others pave the site to access the greenway.	I like the idea of more amenities along the greenway, including bathrooms and drinking water, plus more trees and benches.
114659869568	2024-08-05 14:42:05			
114659748882	2024-08-05 12:02:02	Amenity Zone 2: Soo Line Garden	Soo Line should remain primarily a community garden. It is already a gathering place and community hub which should not be disturbed too much since it was already very successful as it was. Please focus on redoing other areas more than changing Soo Line.	
114659748518	2024-08-05 12:01:28			
114659710162	2024-08-05 11:11:55			
114659700675	2024-08-05 11:00:01			
114659698207	2024-08-05 10:57:36			
114659656228	2024-08-05 10:08:35			
114659648421	2024-08-05 09:59:55	Amenity Zone 2: Soo Line Garden	This space is very important to my aging relatives and younger relatives and friends in wheel chairs and strollers. We visit here all the time for the peace and tranquility of nature. Please Protect the Soo Line Community Garden from development. Food for Joyce food shelf is super important and community building are important uses of this community amenity. Please Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations. Thanks for all you do in the city and the importance of food security that we can be proud to be a part.	More shade spots please
114659643488	2024-08-05 09:50:41	Amenity Zone 2: Soo Line Garden	I would like amenity zone 2 to be very minimal and not encourage large congregations of bicyclists in the garden space. One or two benches would be great, but i am concerned a public restroom and more amenities be abused by the population and encourage more people to use the garden for things other than gardening.	
114659639667	2024-08-05 09:49:08			
114659553551	2024-08-05 07:59:16			
114659549640	2024-08-05 07:53:42			
114659538686	2024-08-05 07:36:58	Amenity Zone 2: Soo Line Garden	Protect the garden and the unique patchwork in which it grows and changes with the season. Do not turn this beloved place into another cookie cutter disaster. Allow the gardeners to return to the space to rebuild their plots in their own individual way- no rows and rows of boxes designated for growing, no artificial lighting, no paved bikeway. Allow this to be again what it once was- a place of creativity and community. Made and sustained by the individuals not some know it all contracted design company.	Access to the trail is better suited on the south side of the Greenway.
114659521289	2024-08-05 07:08:32			

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114659291868	2024-08-04 22:03:51	Multiple Amenity Zones	Love the landscaping!	Please reserve the Greenway for pedestrians only. Buy the land from the Railroad if you must. We do not and will never need a trolley.
114659275642	2024-08-04 21:07:19	Amenity Zone 2: Soo Line Garden	I hope that the future of Soo Line Community garden retains the DIY vibe, including individual plots for gardeners to use as they wish, within agreed to structure and rules. I hope, too, that we consider how to make the garden a safe space--that does not mean, I think, that it should foreground public access over a secure location that promotes urban agriculture, education, and community building. Also, I hope that the Amenity Zone includes a wildlife preservation and promotion as a partnering goal with those mentioned above: urban agriculture, education, and community building	
114659279754	2024-08-04 21:21:39	Amenity Zone 2: Soo Line Garden	I think preserving the Soo Line garden is important as a green space in a densely populated portion of the city. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community built in this space.	
114659275741	2024-08-04 21:07:44	Amenity Zone 2: Soo Line Garden	Soo Line garden is an incredible community space. It would be a terrible mistake to reduce the size of the already sought after garden plots. There’s a waitlist every year. This year, I was forced to find a different community garden farther from my apartment due to the soil contamination, and I’ve sorely missed it. I hope we can reconsider how we approach the soil remediation; the soil is part of what makes soo line so valuable. It’s been organically tended to for 30+ years. Ask any soil scientist- you can’t easily replace that. It’s like gold to us gardeners. There is a whole ecosystem there. I hope we can consider retesting the soil or finding a different way to ameliorate the problem. Is it really so much worse than soil elsewhere in Minneapolis, in other community gardens and in our yards? I want to know more!	I use the greenway every day and I’m glad it’s getting some updates!
114659261332	2024-08-04 20:19:19	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations.	
114659252743	2024-08-04 19:52:13	Amenity Zone 2: Soo Line Garden	I dont know what the plan is for zone two but the area is very rich in its own naturellness	enjoy but do not destroy we have always been interactive with visitors
114659248456	2024-08-04 19:37:31			
114659237985	2024-08-04 19:01:59	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations.	Please stop trying to interfere with SooLine garden and just leave it alone.
114659235563	2024-08-04 18:53:13	Amenity Zone 2: Soo Line Garden	Protect Soo Line Community Garden from development. Food access and community building are important uses of this community amenity. Do not allow paved access to the Midtown Greenway and preserve the community gathering spaces, garden plots, and natural areas for future generations.	There are many other options for a ramp rather than through Soo Line community garden. Our garden actually precedes the Greeway, which we fully supported when it was first begun. Please support us now!
114659233120	2024-08-04 18:43:39			Soo Line Community Garden is a vital resource for the neighborhood and should be preserved and cherished for many years to come.
114659228459	2024-08-04 18:24:56			
114659174362	2024-08-04 15:04:28	Amenity Zone 2: Soo Line Garden	Soo Line is an important green space and nature education site in my Whittier community. I work with elementary school students in the community garden and it is really their best access to nature in a dense neighborhood. Please do not add pavement or a bike ramp to this valued community gathering space. Educational signs about pollinators, trees, etc would be awesome!	
114659110720	2024-08-04 11:30:04			

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114659108207	2024-08-04 11:21:59	Amenity Zone 2: Soo Line Garden	I live in the Whittier neighborhood with a child who went to Whittier elementary. Our family walks and bikes the greenway several times per week between Nicollet and Bryant. My daughter did several school field trips to the Soo Line garden and the garden is my favorite place along the greenway. I am writing because I am firmly against developing the soo line garden with additional paved pathways or creating a bike route through the garden. Please do not destroy this garden oasis, which is home to countless birds and insects drawn to the plantings and lack of busy traffic. Please listen to the gardeners, Whittier elementary school teachers and neighbors. There are bike paths onto the greenway on either side of the garden - Nicollet and Bryant. Please do not develop one of the only places where one can walk an unpaved path and see monarch butterflies, indigo buntings and other natural sights.	
114658798887	2024-08-03 14:09:01	Amenity Zone 7: 28th	Please talk about the industrial history, historic pollution, and cemetery here.	
114658761043	2024-08-03 14:09:01			
114658735707	2024-08-03 12:56:14	Amenity Zone 2: Soo Line Garden	I do not believe it’s necessary to spend money on building a more accessible ramp to the green way through the garden. There are other ways to get down there which means only going a block over. To disrupt a sustainable natural site that in the past had toxins in the soil from an industrial site that used to be there could potentially unearth those toxins buried in the ground causing harm to the neighboring community, animals/ plant life etc.	The only necessity to have this space utilized should be for community use when it comes to growing natural food source for the community. It encourages a positive development in connection with our neighbors and also educate those about native plants, sustainability & preserving nature for the community. It is important to remember You are on Native land and it is in your interest to leave this space for those to nurture and heal given the positive impact this beautiful space is for everyone to enjoy. It brings many people together from all walks of life. This space has native plants that I forage to share with my fellow work colleagues in a Native Non profit.
114658732910	2024-08-03 12:50:00			
114658633820	2024-08-03 08:36:38	Multiple Amenity Zones	Please just keep the trail smooth and free of trolleys!	
114658380584	2024-08-02 19:44:56			
114658378595	2024-08-02 19:36:22			
114658376140	2024-08-02 19:33:05			
114658369146	2024-08-02 19:15:02			
114658366190	2024-08-02 19:07:41	Multiple Amenity Zones	All the improvements in the regional trail plan will better the experience of using the greenway however if there is one factor that rises above all others it is the attention paid to ensuring we have a smooth riding surface maintained. The eastern part of the greenway has seams every 10 meters or so. It’s jarring. The more western portion is better maintained and a major goal should be to preserve this. We can’t claim to have the best bike paths if we don’t keep them in excellent condition. Also, for the love of god please don’t cram a trolley on the greenway. Don’t ruin a good thing. Keep it a space for pedestrians. This is simply not needed.	
114658039259	2024-08-01 19:05:36			
114657909259	2024-08-02 07:59:15	Multiple Amenity Zones	I'm really glad to see more enhancements and especially excited to see more edible plants and native plantings included in the plan.	I'm very hopeful the future idea of extending the Greenway across the river can come to fruition! Biking on Marshall bridge is not fun.
114657801636	2024-07-30 10:29:19			
114657791606	2024-07-30 10:29:19			
114657630268	2024-08-01 23:11:59			
114657604335	2024-08-01 22:14:50			
114657544703	2024-08-01 20:17:31			
114657530210	2024-07-30 10:29:19			
114657507043	2024-08-01 19:05:36			
114657491618	2024-07-30 10:29:19			
114657473863	2024-07-30 10:29:19			

Respondent ID	Start Date	What Amenity Zone or amenity (wayfinding or ecological enhancements) within the Midtown Greenway Regional Trail would you like to comment on?	What ideas or concerns would you like to share about what's shown in the draft document for this Amenity Zone?	Is there anything else you'd like to share about the draft Midtown Greenway Regional Trail Plan?
114657156019	2024-08-01 10:52:49	Amenity Zone 2: Soo Line Garden	The Soo Line Garden is an important part of the Midtown Greenway experience. I've lived here for years and have always loved passing the garden and seeing what is growing and seeing the community it creates both for members and non-members. I understand it has been there for decades and I think it is important to keep the garden in tact. Part of the Greenway experience is being able to see another side of the city. To see the little shops off the path, to see benches in gardens, and to be a part of a larger community. Keeping this garden in its current state keeps the Greenway green and keeps the path a unique and special place to bike or walk.	Thank you for all you do. Whenever I have guests from out of town I always take them to the Greenway, no matter the season, to show off how bike-friendly our city is and to show how active our communities are. It is a huge pride point of me living here.
114657097665	2024-08-01 09:31:53			
114657065831	2024-08-01 09:10:49			
114656582077	2024-07-31 17:23:12	Amenity Zone 8: West River Parkway	Need for Seward Neighborhood input, which the trail happily passes through. This is a much-appreciated amenity for the entire city (and very important for bicycle commuters). Consequently it's critical to keep the Greenway SAFE and SECURE, with regular trash pickup, security oversight, and assistance directing unhoused individuals to services and secure housing. I would not endorse an express rail or express bus corridor sharing space with the Greenway.	
114656550328	2024-07-30 10:29:19			
114656533523	2024-07-30 10:29:19			
114656510790	2024-07-30 10:29:19			
114656394929	2024-07-31 12:45:17			
114656388479	2024-07-31 12:36:35			
114655719787	2024-07-30 10:29:19			
114655708351	2024-07-30 17:47:25	Multiple Amenity Zones	The ideas in the plan seem fine, if tame. The Greenway seems like such a good opportunity for a destination of activities in a necklace that connects the lakes to the river. It could be a place that draws people to it AND serves as a place of recreation, pride, and use for neighborhoods and residents along the route. I'd like to see a mix of uses along the Greenway that make it more than just a pretty bike path. Integrate a BMX / Mountain bike skills course, Food Truck Garden, skate park, Game area with corkscrew slide for kids from Elliot Avenue, Seating and Playground area, More Community Gardens & Art Space, An Outdoor Fitness area, Swings under the underpasses, splash pads for kids. Activities for winter - skating rinks, fat tire biking courses, groomed ski trails, ice sculpture gardens, winter fun runs..... Pull in private sector partnerships and imagine restaurants, a youth hostel, housing and social services businesses, music programming, films in the park, a pedestrian promenade, athletic competitions.... Make the Greenway a cultural destination with civic uses that bring people to it. In the summer months, it could be so vibrant.	
114655587950	2024-07-30 15:21:10	Amenity Zone 2: Soo Line Garden	Please avoid any development around the Soo line community garden. Refrain from putting permanent structures near the garden.	Benches, picnic tables, and access to water often requires monitoring of the area.
114655573187	2024-07-30 15:04:03			
114655572715	2024-07-30 13:03:51			
114655505380	2024-07-30 10:29:19			
114655472217	2024-07-30 13:03:51			
114655351105	2024-07-30 10:29:19			
114655341400	2024-07-30 10:17:21	Amenity Zone 3: Between Nicollet and 1st Avenue	This comment is from City of Minneapolis staff working on the New Nicollet Redevelopment Plan. The New Nicollet layout plan shown on page 39 has since been updated and approved by City Council and the Mayor: https://www.minneapolismn.gov/government/projects/lake-at-nicollet/lake-nicollet-reopening/#d.en.162241 . Please update the plan in this document and continue to coordinate with Mpls Public Works staff on siting the amenity zone in this area.	

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114655284756	2024-07-30 09:09:58			
114654928181	2024-07-29 20:34:57	Multiple Amenity Zones	It would be nice to have more water spots, brighter lighting and more shops/commercial spots physically on the greenway. Something like a brewery or a destination would make it much more inviting and keep more of the undesirable homelessness at bay.	
114654836919	2024-07-29 16:17:45	Amenity Zone 8: West River Parkway	I strongly question the need for an additional ramp access to the Greenway on the north side of the Greenway at West River Parkway. As a bicyclist, it is easy to access Greenway from West River Parkway (and vice versa) using the existing ramp on the south side of the Greenway. I oppose expenditures for land acquisition and construction of a new access ramp at West River Parkway. Funds can be put to better use elsewhere. The existing 4-way stop on West River Parkway works well and is safe. New access on the north side of the Greenway would be redundant and is not needed. Why does such a long stretch exist between Amenity Zone 7 - 28th St and Amentity Zone 8--West River Parkway with no amenity zone? An amenity zone at 26th Ave S or 27th Ave South with maps would serve bicyclists trying to access the commercial district between Hiawatha (Target and neighboring stores) and 27th Ave S (Aldi, U.S Post Office) and well as new city facilities (the new 3rd precinct, 3000 Minnehaha Ave.).	Signage. Signage. Signage. The Greenway should not be only for recreation, but should enhance bicycle commuting as well as transportation to businesses, shopping, restaurants, appointments, and trips to socialize. As it stands, it is difficult to navigate. Maps indicating how to access or exit the Greenway are needed. Because so much of the Greenway is below (or above) grade, access to city streets is limited. Signage indicating which street crossings are at street grade and which crossings are serviced by access ramps are badly needed.
114654844093	2024-07-29 17:22:34			
114654700302	2024-07-29 13:41:20			
114654668829	2024-07-29 12:58:49			
114654451049	2024-07-29 08:26:28			
114654433970	2024-07-29 08:03:42			
114654253965	2024-07-29 02:11:05	Amenity Zone 4: 5th Avenue S	This is silly. How can people comment when you haven't said what is planned for each zone? Even the link to full plan isn't 'clickable'!	
114654177915	2024-07-28 22:23:26	Ecological Enhancements	Currently the green way does not have much shade. having more tree cover would make the trail much nicer.	It would be nice if the walking path were expanded and separated from the bike paths. The bike paths are currently used as bike highways and there can be negative interactions between walkers and bikers. Wayfinding for entering the greenway on the east end should be improved. It is easy to miss the entrance from west river road.
114654177330	2024-07-28 22:21:41			
114654105100	2024-07-28 18:14:11			
114654100450	2024-07-28 17:56:13	Amenity Zone 2: Soo Line Garden	It's important to me that there be no loss of community garden space at Soo Line Garden	I hope one day the existing rail bridge over the Mississippi River will become an extension of the Midtown Greenway
114654053895	2024-07-28 14:56:19			
114654004543	2024-07-28 11:19:16	Amenity Zone 8: West River Parkway	Concern about adding an access point from the north of the Greenway at West River Parkway, when there already is one south of the Greenway: Adding a second access point will make this compact area much more complex considering the blind corner at the Shortline Bridge crossing at West River Parkway. If it is added, it should be designed with safety as the main consideration.	
114653978265	2024-07-28 10:42:46	Amenity Zone 2: Soo Line Garden	I am so thankful that Soo Line Garden will be preserved and not turned into a bike highway ramp now that the Hennepin County plan is dead. Please keep it that way. Don't turn parks into bike throughways. Please keep these gathering places where people can just stand and talk and not always be in constant motion. I am a young person who needs green space (though I do like to bike which is why I live in Whittier!). Could the amenity zones all get native pollinator plantings? The Greenway should become a pollinator zone. I like that the plan talks specifically about native plantings and community gardens.	More community gardens, more native pollinator plantings at all amenity zones, please!
114653921934	2024-07-28 07:32:30	Amenity Zone 7: 28th	Amenity sones 6 and 7 are really close to each other, then a long stretch with nothing until amenity zone 8. Why not move zone 7 farther east, across Hiawatha to where that little dip at Minnehaha Ave. is?	I would like to see the trail continue east. Is it possible to use the existing railroad bridge?

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114653901056	2024-07-28 06:24:30			
114653792610	2024-07-27 21:50:13			
114653787088	2024-07-27 21:24:42			
114653741948	2024-07-27 17:57:45			
114653721610	2024-07-27 16:29:18			
114653696373	2024-07-27 14:46:32			
114653695744	2024-07-27 14:48:33			
114653673286	2024-07-26 15:22:49			
114653662395	2024-07-27 13:02:25			
114653604744	2024-07-27 10:25:06			My main priority for this trail, and I think anyone who bikes, skateboards, rollerblades, roller skates, or rolls in a wheelchair would agree with me, is to have SMOOTH PAVEMENT. The part west of 5th ave has been done, now it's time to do the rest of it to the river! Can't believe all this money is going to be spent and all we're getting is signs, benches, and trash cans.
114653603873	2024-07-27 10:22:55			
114653588459	2024-07-27 09:43:49			
114653576480	2024-07-27 09:13:40			
114653574912	2024-07-01 18:54:22			
114653558671	2024-07-27 08:28:41			
114653550806	2024-07-27 08:08:21	Amenity Zone 8: West River Parkway	My only question is whether there might eventually be an amenity zone between zones 7 and 8 for future planning - that area of the greenway seems to have the least amenities and wayfinding aids compared to other areas of the trail, so I typically ride right through. If there were guidance to what's off the trail, I might venture out more and visit local businesses.	This is a wonderful plan and I am delighted at all the hard work you have done. It looks like it will improve the greenway experience for everyone with minimal negative impacts. Thank you!
114653286986	2024-07-26 17:49:41			
114653187070	2024-07-26 14:25:07			
114653175258	2024-07-26 14:05:24			
114653099856	2024-07-26 12:10:37			
114653098472	2024-07-26 12:08:50			
114652952080	2024-07-26 08:41:21			
114652924804	2024-07-26 08:13:38			
114652890481	2024-07-25 13:41:56			
114652590946	2024-07-25 20:48:11			
114652541421	2024-07-25 19:02:41			
114652522000	2024-07-25 18:24:24			
114652487510	2024-07-25 17:22:29			
114652473035	2024-07-25 16:59:44			
114652466710	2024-07-25 16:50:15	Amenity Zone 5: Cepro Site	In the 17 years I've lived in the neighborhood, it's never been easy to get from the greenway to Midtown Global Market. It matters less, now that the Midtown Global Market is mostly crappy fast food places that are only open for lunch, but maybe someday I'll be able to cruise from the midtown greenway up a ramp to a bike rack with space to lock my bike up at and get dinner or have a drink! Also, it's really weird that there's a ramp at 18th Ave, but 17th Ave is the Bike Boulevard, and the connection between the two is an unlit vacant block with a sign saying the greenway is in the alley. This probably isn't the info you are looking for, but I copied that link and searched the site, and found a really large pdf with some tables of expenses and stuff I didn't want to spend several hours reading.	There should either be a bustling greenway, or great bike lanes on 26th and 28th. The last decade or so, it's descended into chaotic bike lanes and a mostly vacant greenway. Very sad. I see more drunk old people biking against traffic in the street than I see on the bike lanes, and the greenway is a little scary when it's so empty and hard to get to.
114652452258	2024-07-25 16:25:23	Multiple Amenity Zones	In general, how is the draft plan considering bike or scooter sharing? Can there be places throughout the midtown greenway that would be acceptable to park or pick up a Lime scooter rather than have people just abandon them wherever they choose?	

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114652440522	2024-07-25 16:08:01	Multiple Amenity Zones	I think there should be more drinking fountains in particular, and more (portable) restrooms, throughout the corridor. This is a major commuter and recreation facility and the lack of resources in the corridor is disappointing, and it's exacerbated by seeing that a water fountain is only proposed in one amenity zone especially as our summers get ever hotter. I am excited to see that there'll be more prairie and savanna plantings along the corridor, as I think this will support better drainage and mitigate heat island effects. I'm also excited for wayfinding to transit with the amount of investment in public transit in this area.	I hope this is a success so that it lays a groundwork for future capital improvements by project partners such as permanent restrooms and trail extensions!
114652445180	2024-07-25 16:13:55			
114652437379	2024-07-25 16:02:46			
114652002245	2024-07-25 06:44:01			
114651719967	2024-07-24 20:15:33			
114651649868	2024-07-24 17:55:42	Multiple Amenity Zones	As a Seward resident, user and continuous supporter of the Midtown Greenway bike trail, I understand the benefits and future management of the trail between partners. I see it as one of the nicest improvements to city life in, and especially to, the neighborhoods it passes through. Page 7: “Looking ahead, the HCRRA envisions an integrated transit system with plans for an express rail service alongside the greenway.” Hoping this is not to be at the same level as the bike trail and very separate so it does not ruin the peaceful nature of riding a bike on the Greenway. Page 9: Under plan purpose in states “Involve engagement with individuals and group stakeholders, other community partners, and government entities, and”. The first constituents noted are not included in the committees that drafted the plan, appears mostly government to me. The others are represented by notes from previous meetings regarding the Greenway. The demographics portion was really interesting and offers valuable insight. Given the rising cost of owning an automobile, I assume there will be greater reliance on walking, bikes, and other less expensive, healthy and safe transportation options. Page 28: Seward missing. Page 49 & 54: Concern for residents/neighbors on 40th Ave S. and wildlife. While optimistic about the future of this valuable park land, I hope the support systems (\$\$\$ and workforce) are built into the plan to maintain it.	Page 57: Public Service Infrastructure: Hope it works, many players making decisions for the residents of and visitors to Minneapolis.
114651085528	2024-07-16 06:30:37			
114650730276	2024-07-23 18:19:01			
114650617002	2024-07-23 15:19:30			
114650520763	2024-07-23 13:10:29			
114650300437	2024-07-23 09:14:44	Wayfinding	I really appreciate the Wayfinding/Signage note on page 28 - "Each area boasts distinct destinations and local businesses poised to gain from the substantial customer base the adjacent Greenway could offer—with wayfinding designed to guide individuals on where to go and how to reach their destinations." This note is spot on. Restaurants, coffee shops, hardware stores, grocery stores, and many other local businesses are mere steps from the greenway, but suffer from a lack of signage or clarity on how to get to them from the Greenway. I myself have biked home on the Greenway, hoping to stop at a grocery store, but I give up because I don't know where to get off the greenway, and I don't know how I'd find another entrance back on. Can you coordinate with others on wayfinding to get bikers/walkers back onto the Greenway from Lake Street and nearby cross-streets? For example, as part of the master plan process, can you work with Lake Street Council and Minneapolis Public Works to identify signage opportunities pointing back to the Greenway entrances from key intersections of nearby business nodes (Lake St & Blaisdell, Nicollet & 29th, 5th Ave S & Lake St, 10th Ave S & Lake)?	On page 28, the picture in the upper right corner shows a sign pointing to "Lake Calhoun". The name of that lake has been "Bde Maka Ska" for almost a decade. I know it's just an example, but can you update this image to remove Lake Calhoun?

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114650276874	2024-07-23 08:48:18	Amenity Zone 2: Soo Line Garden	Soo Line garden is the jewel of the South Whittier neighborhood. We want to see it continue into the next century. It provides gardening space with food and flowers for many many city dwellers, a produce bounty for food shelves, a banquet for pollinators and a huge green area that joins smoothly into the Greenway paths and plantings. This year the area has been closed but the garden is huge and green and blossoming thanks to the many years of careful tending and the unusual amount of rainfall this year. I am a photographer, not a gardener. I walk through its paths several times a week and photograph the changing seasons and the gardeners at work. Looking forward to its revitalization for the 22nd Century.	My daughter in law biked the Greenway every weekday 10 years ago to and from UofM grad school. It was her quiet time, exercise time and quick route to school. When she completed her MBA and began a new job she biked to work. 2020 meant a lot of bikers began working from home but as my photos show, there are still many commuters. We haven't reached Amsterdam level yet : } but as the city's streets add bike lanes, more and more traffic will be coming
114649933959	2024-07-22 22:38:49			
114649814268	2024-07-22 18:24:49			
114649407876	2024-07-22 09:07:48	Amenity Zone 2: Soo Line Garden	1. There is a real lost opportunity for a street level pedestrian experience overlooking the greenway on the south side of the greenway. The area is very densely populated between Lyndale and Hennepin Avenues. There is a good walkway on the north side of the greenway at street level but nothing on the south side of the greenway (on the north side of the road that allows a walk that benefits from views of the green space). By adding a pedestrian path such as a sidewalk on the north side of 29th street at street level it improves pedestrian paths on 29th street, allows better pedestrian experience on the north side of the greenway on busy days (there are a lot of people walking dogs in the neighborhood and managing dog/dog and dog/people interactions) by increasing the options and paths for people to choose, and gives alternative options for pedestrians during periods where the pedestrian path (and bike path itself) on the greenway itself is congested. 2. It is common for large bicycle groups to want to meet up on the Bryant Avenue bridge on Saturday mornings. There is not a great space for this and the groups often block sidewalks and the street for up to 20-30 minutes. While this is not that much time, it points to the potential benefit of a public plaza space where people could meet and convene. Something that is an area centrally located, well maintained and well let amidst a densely populated region. A public gathering plaza. Such a plaza could be used at other times by kids playing, people exercising, is of, or just going for walks. We unfortunately are struggling culturally these days with people utilizing public spaces in unhealthy and unsafe ways that impacts others - do it admittedly makes this concept a bit challenging. 3. Soo line garden- both Vera's garden and the soo line garden provide the area with an incredible cultural asset of gardens and green space which is very good for the soul and body to encounter on a regular basis especially in dense urban areas. It is understandable that care for these spaces and also the land itself comes with a cost. If there is a way to maintain both gardens and even add another such garden near Emerson or DuPont or next to the wall repair between colfax and DuPont at greenway level south of the bike path and fence - that would add great cultural value to the area.	Thank you for maintained the fence along 29th street over the past two years. More street level waste receptacle along 29th street would get utilized and improve trash on the street and from getting washed down the storm sewers.
114649391910	2024-07-22 08:57:26			
114649143795	2024-07-22 00:46:28			
114649112857	2024-07-21 23:12:18			
114649087946	2024-07-21 21:51:26	Amenity Zone 2: Soo Line Garden	Give us an ADA accessible path down to the trail. It is quite frankly disgusting that the board caved to the small group of gardeners earlier this year	No
114649060262	2024-07-21 20:24:37			
114648992654	2024-07-21 16:15:49			
114648953658	2024-07-21 13:55:10	Multiple Amenity Zones	Midtown Greenway is a recreational experience for me on bike several times a week other than during snow/ice season. I generally ride the entire length of the trail. Please continue to address safety issues for a trail shared by pedestrians & bikers.	This trail has been such a valued resource to me as a Minneapolis (& now Minnetonka) resident. I hope there will be a way to include the rail bridge over the Mississippi to link Minneapolis & St. Paul for riders.

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114648628046	2024-07-20 16:41:10			
114648375306	2024-07-20 03:38:58			
114648272272	2024-07-19 21:36:16			
114648264084	2024-07-19 21:10:22	Amenity Zone 1: The Mall	It didn’t seem obvious that improvements would also be targeted at vehicle traffic in this area. As the only at-grade interaction between cars and bikes with any plan for improved bicycle amenities should also come with it some thoughts around how to better protect the increased numbers of riders from the car traffic they will be interacting with. In addition to wayfinding and other amenities aimed at improving the experience for bikers and pedestrians, I’d like to see some additional signage planned to better inform the drivers in the area that they are approaching the midtown greenway and that bicycle crosstraffic does not stop.	Thank you for your efforts! This was a very well-crafted plan and the 75 page report went down easy.
114648238635	2024-07-19 19:51:09			
114647949420	2024-07-19 10:53:36			
114647934127	2024-07-19 11:04:08			
114647912108	2024-07-19 10:38:22			
114647894840	2024-07-19 10:16:44	Wayfinding	Wayfinding to other areas of the bike network should be prioritized.	Efforts should be made to extend the greenway across the Mississippi. And crossings between West River Parkway and Hiawatha should prioritize non-motor vehicle traffic by creating raised crossings for individuals on the greenway.
114647831193	2024-07-19 08:55:18			
114647392708	2024-07-18 12:11:09			
114647365300	2024-07-18 15:57:29			
114647198940	2024-07-18 12:11:09			
114646840622	2024-07-16 16:24:13			
114646633093	2024-07-17 19:03:32			
114646600629	2024-07-17 18:02:01			
114646592060	2024-07-16 16:23:48			
114646576736	2024-07-17 17:16:03			
114646572580	2024-07-16 16:24:13			
114646494399	2024-07-17 15:19:44		Anything to increase lighting and safety on the greenway is appreciated	
114646360016	2024-07-17 12:40:58			
114646292923	2024-07-16 16:24:13			
114646286504	2024-07-17 11:06:46			
114646214372	2024-07-16 16:22:44			
114645718377	2024-07-16 18:36:30		Little concerns, I’m excited about the future possibilities.	I would love to see the extension of the trail across the Mississippi River (short line bridge.) Extending the trail would open up so much more exciting opportunity for recreating and commuting. More green options to get around and spend time outside benefits the community as a whole!
114645872765	2024-07-16 16:28:49			
114645863101	2024-07-16 23:35:01			
114645859401	2024-07-16 16:22:44			
114645770575	2024-07-16 16:24:13			
114645702367	2024-07-16 16:24:15			
114645687520	2024-07-16 17:36:30			We should ensure to conserve the opportunity and make movement where possible to foster bringing rail service into the corridor. I would like to see more variation in the greening and plants that border the trails, but ensuring they are plants which can be transplanted to a new place or would not be a major loss if just removed in the future if and when rail service is constructed.
114645655507	2024-07-16 16:24:15			
114645652415	2024-07-16 16:36:38			

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114645648881	2024-07-16 16:28:49			
114645643870	2024-07-16 16:23:51	Amenity Zone 2: Soo Line Garden	Who would own this garden? What would be grown? How would what be grown help the community?	Nope.
114645643191	2024-07-16 16:23:02	Amenity Zone 5: Cepro Site	a lot of addicts like do be on this specific part of the green way	nope
114645645489	2024-07-16 16:24:13			
114645643246	2024-07-16 16:22:58	Amenity Zone 1: The Mall	No I do not have any concerns	Nope
114645642991	2024-07-16 16:22:46	Amenity Zone 1: The Mall		
114645643037	2024-07-16 16:22:49		Work with cycle hoop and oonee to get more bike lockers/storage and more for preventing bike theft	Water fountains at certain checkpoints
114645643449	2024-07-16 16:23:06	Amenity Zone 1: The Mall	basic restrictions	no
114645644187	2024-07-16 16:24:15			
114645643709	2024-07-16 16:23:48			
114645643341	2024-07-16 16:22:44			
114645643267	2024-07-16 16:23:10			
114645628281	2024-07-16 16:02:33			
114645121719	2024-07-16 06:30:37			
114645120640	2024-07-16 06:29:07			
114644806628	2024-07-15 19:28:45			
114644520648	2024-07-15 12:46:04			
114644016586	2024-07-11 13:03:30			
114643989541	2024-07-14 21:18:12			
114643914754	2024-07-14 16:36:21			
114643891222	2024-07-14 14:53:30			
114643631627	2024-07-13 18:18:16			
114643168433	2024-07-12 15:39:38	Amenity Zone 5: Cepro Site	None of this plan makes the greenway accessable to me because I am too old and difabled to ride a two wheel bicycle. Too much risk of falling. And because the city doesn't offer electric tricycles, which I could and would ride, I'm paying for something that's not accessible to me, eventho I think it should be, and it's discrimminatory that it's not. So more Greenway public spending just means I pay more for something I can't use. It's not fair. Do you have an idea of how many older adults would like to ride tricycles on the Greenway if there were trikes?	Offer electric tricycles for public borrowing, please.
114643086653	2024-07-12 13:31:06			
114642972370	2024-07-12 10:44:41			
114642862643	2024-07-10 20:09:57			
114642598595	2024-07-11 20:36:36			
114642585520	2024-07-11 20:52:59			
114642578727	2024-07-11 20:36:36			
114642517134	2024-07-11 18:07:56			
114642482140	2024-07-11 16:55:09			
114642075132	2024-07-11 07:18:59	Ecological Enhancements		The Criteria Based System for MPRB Regional Park and Trail Capital Project Scheduling has many needy Parks and Trail that have been waiting for funding. How will this affect them?
114642051070	2024-07-10 19:53:03	Ecological Enhancements		
114641812595	2024-07-10 20:10:25			
114641812229	2024-07-10 20:09:57			
114641781145	2024-07-10 18:52:47	Amenity Zone 2: Soo Line Garden		
114641742137	2024-07-10 17:23:40			
114641726145	2024-07-10 16:51:18			
114641602199	2024-07-10 13:43:15	Amenity Zone 3: Between Nicollet and 1st Avenue	Signage (wayfinding) shouldn't just be at the top of the ramp; there needs to be signage along the Greenway too.	

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114641597212	2024-07-10 13:36:13			
114641385671	2024-07-10 06:14:10			
114640789154	2024-07-09 13:39:22	Amenity Zone 4: 5th Avenue S	As a daily rider of the greenway, I’d love to see some additional signage for cars to stop at this intersection. In my commute this intersection by far feels the most dangerous, it’s as if cars do not realize that trail traffic has right of way (even though it is clearly indicated on the stop sign that cross traffic does not stop.)	
114640718259	2024-07-09 12:04:41			
114640231546	2024-07-08 21:16:23			
114640170211	2024-07-08 08:02:39			
114640063921	2024-07-08 15:56:54	Multiple Amenity Zones	1. Larger wayfinding info boards with trail maps and info should provide a little protection from the sun or rain. Could imitate what Saint Paul recently did along their Grand Rounds trail, or the little overhangs used 2. Big wayfinding info boards along the route should clearly identify key amenities like drinking water and toilets 3. More portable toilets at the amenity zones. And add at least one bike parking post next to any toilet so that a user can lock up their bike and comfortably use the toilet 4. Improved legibility of wayfinding signage. Current signage is not great in this regard. See Dakota County’s recent wayfinding signs — high legibility. (Draft plan talks about signage for neighborhood names. Difficult to understand the usefulness of this -- better to point people to intersecting trails, parks, and commercial districts.) Also install signs that point to drinking water and toilets that are close to the trail but aren’t obviously visible, like the drinking fountain at the CEPRO site, or the toilets between the Greenway and Lake of the Isles.	
114639801941	2024-07-08 11:08:15	Amenity Zone 8: West River Parkway	I am concerned there isn’t a single amenity zone between Hiawatha (MN 55) and the River. Lake street is a major street bridging the gap between 3 neighborhoods.	
114639751881	2024-07-08 10:11:18			
114639742823	2024-07-08 10:02:06			
114639640886	2024-07-08 07:35:39			
114639635638	2024-07-08 08:02:39			
114639588773	2024-07-08 07:03:16			Overall, I am impressed by the work that has been put into this. It is a good plan. The biggest issue for me is how the amenities zones will be maintained for cleanliness and security once they have been implemented.
114639580082	2024-07-08 06:51:04			
114639353763	2024-06-28 11:24:12			
114639311648	2024-07-07 21:18:45	Amenity Zone 1: The Mall	Please make sure that there is an easy way to maneuver by bike between the Midtown Greenway and Hennepin Avenue. It is silly to be spending so much money on remaking Hennepin, including adding bike lanes, and on improving the Greenway and not have the two connect!	

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114639292638	2024-07-07 19:28:13	Multiple Amenity Zones	Regarding Amenity Zone 7 (28th): I would like to see clear signage that lets someone biking East on the Midtown Greenway know they can turn right onto the 28th Street Bikeway, cross Hiawatha at-grade via crosswalk, and still reconnect with the Midtown Greenway on the other side. I prefer crossing this way because I don't have to bike all the way up the Martin Olav Sabo Bridge, which is beautiful yet steep. I was excited to find I could just turn right onto the 28th Street Bikeway and cross Hiawatha via crosswalk. So much easier! There is no current signage that indicates this, and I don't see any planned in Amenity Zone 7. Yes, there is a wayfinding signage planned, but it doesn't look like someone biking East on the Midtown Greenway would be able to see it easily. Regarding Amenity Zone 3 (Nicollet & 1st): I am extremely disappointed with the decisions being made in this area, but I suspect they are out of the scope of this plan document. Regardless, I will complain a bit here. First, the transit modes available on Nicollet Ave should be altered. Private motor vehicles should be prohibited. Only pedestrians, bikes, public transit, and service/delivery vehicles should be allowed. Nicollet Ave is the obvious street for a car-free environment with a bikeway. I am so frustrated that the city is doubling-down on the 1st Ave Bikeway by moving the entrance ramp for the Midtown Greenway. Don't get me wrong, the 1st Ave Bikeway is relatively well-implemented. But it's sending bikes down the wrong street - there are so many more destinations and activity on Nicollet. AND some bikes are going opposite of the one-way car traffic, which leads to dangerous collisions as drivers only check for traffic in one-direction as it is a one-way street (for cars). Bike traffic should be on Nicollet so they can easily stop at destinations they see along their way, and because it would open up more public space on one of the city's liveliest streets. Not to mention, it'd be a lot quieter! And the car traffic can easily move to Blaisdell and 1st Ave. I could go on... but honestly it doesn't matter to the scope of this document and the decisions have been made already... sigh...	Perhaps it is out of scope of this plan document, but I was shocked to see no mention of traffic calming at any of the streets where the Midtown Greenway DOES intersect with car traffic. The crossings at 28th Street, Minnehaha Ave, 26th Ave, 27th Ave, 29th Ave, and 30th Ave need stop-signs for cars (not the stupid yellow flashing beacons that drivers tend to ignore), and to be raised above the road level so cars are signaled to actually slow-down and stop to look for bikes/people. This is also true at entrances/exits to the greenway, where trail users cross or connect to streets shared with cars. I am thinking of specifically of Bryant Ave - drivers will not stop for you because there is no stop-sign & raised-crossing. And it is hard to see around all of the parked cars to tell if a car is actually coming or not. I always feel tense getting onto Bryant from the Greenway. I'm sure there are many other examples. I'd also like to see both the bikeway and the pedestrian lane widened wherever possible. If there are no plans to put passenger rail in the trench again, I think the south side of the corridor should be paved for pedestrians, and the existing bikeway can be widened a bit to include the former pedestrian lane. Also, the entrance/exit for the ramps off the side of the greenway is... tight. There's a lot of tight turns and low visibility. I'm usually a little nervous I'm going to run into someone when I'm going down a ramp and about to get onto the greenway. Maybe we can have exit/merge lanes, like on a freeway? That would be safer than a hard-turn into traffic. And, it would require significant changes for some of the adjacent properties, but I would seriously love to see the height of the greenway corridor to be lifted up higher. The reason the greenway is the height it currently is is because it used to carry trains. Trains are tall, and needed to be able to pass under the bridges. Bikes and pedestrians are not nearly as tall. So the whole greenway should be lifted up as high as is reasonable for bikes/peds to comfortably pass under the bridges. Why? Because the ramps to get on/off the greenway are very long and steep! If someone is a beginner or out-of-shape, they often need to get off and walk their bike up the ramp. This is ridiculous and frustrating. If the trail were higher-up, the ramps would not be nearly as steep, and would be easier and safer to get up/down. Plus, there may be some extra room freed up for the exit/merge lanes I mentioned in the last paragraph. This is a common practice in the bike-friendly country of the Netherlands. Of course, this is a long-term goal that would require the cooperation of adjacent properties. Many areas right up against the greenway would need to be lifted as well, so this work should be saved for a major reconstruction of the corridor. But in the end, it would absolutely be worth it!!!
114639248441	2024-07-07 16:48:52			
114639239944	2024-07-07 16:45:43			
114639204765	2024-07-07 14:29:15	Multiple Amenity Zones	I think you should concentrate on installing high quality paving and maintaining the paving over the entirety of the Greenway. I use it all of the time, but I don't stop along the way. Given the length of time the trail has existed and the ubiquity of smartphones, I don't think additional way finding is a great need along the trail. If anything, wayfinding to the trail from adjacent neighborhoods would be more useful.	
114639175849	2024-07-07 12:33:14	Multiple Amenity Zones	Honestly, just make sure the trail is maintained and smooth (refinished, repaving, infrared patching, etc.) There are areas along the trail that are so uncomfortable to bike on because there are so many bumps.	Ensure routine maintenance for a smooth trail including repaving, infrared patching, etc.). The path is very bumpy and uncomfortable to ride in many areas.
114639110874	2024-07-07 08:17:54			
114639002564	2024-07-06 22:43:00			
114638989457	2024-07-06 21:27:17			
114638988335	2024-07-06 21:21:30	Amenity Zone 8: West River Parkway	Drinking water and a portable toilet here would also serve those using the West River Parkway trail. There should be a sign on the West River Parkway trail indicating that they need to turn and cross the street there in order to get on the Midtown Greenway.	
114638983736	2024-07-06 18:49:13			
114638961131	2024-07-06 18:49:13			
114638939487	2024-07-06 16:49:29			
114638891751	2024-07-06 13:04:38			
114638884869	2024-07-06 12:48:43			
114638879683	2024-07-06 12:27:45			
114638815592	2024-07-06 08:53:57			

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114638814845	2024-07-06 08:53:47			
114638814811	2024-07-06 08:53:31			
114638801856	2024-07-06 08:08:56	Amenity Zone 3: Between Nicollet and 1st Avenue	This site has the potential to become a real bike and pedestrian transit hub. My priority would be to separate cars from bikes, and bikes from pedestrians, to the greatest extent possible in this area, to maximize safety. I'm also interested in how this Midtown Greenway amenity is projected to align with the development f the former KMart site.	
114638658146	2024-07-05 19:00:15			
114638611269	2024-07-05 18:33:40			
114638562722	2024-07-05 16:13:46			
114638514717	2024-07-05 14:20:18	Ecological Enhancements	Love the idea of native pollinator plantings. I would love to see more of that and less concrete landing pads. Keep Soo Line green and natural, no cement. It cools the greenway. The temperature drops 10 degrees when I bike by it! It's the only natural spot in whittier	Will the greenway become a park? Would love to see it become officially a park.
114638404499	2024-07-05 10:36:57			
114638316582	2024-07-05 07:35:41			
114638110037	2024-06-28 11:24:12			
114637953857	2024-07-04 15:12:07			A new system will involve many people switching to caring for the land and harvesting from food systems on the Greenway instead of their current jobs. The whole Greenway can be a hub for this vibe, a part of the city which exemplifies, templates a new paradigm of sharing, care, abundant food (forests), and connection. Keep this in mind when designing it.
114637948474	2024-07-04 14:59:06			
114637819899	2024-06-25 07:45:21			
114637748960	2024-07-04 08:41:58	Amenity Zone 8: West River Parkway	I think this looks like a great plan!	I hope that the Greenway will become a regional trail!
114637713309	2024-07-04 07:47:13	Amenity Zone 7: 28th	I love the Greenway and ride it multiple times a week for commuting. I commute with a small child and am nervous to bike on streets with only pavement markings and not a true dedicated bike lane. Is it possible to have a dedicated bike lane (like Bryant's setup) running north to south that connects somewhere near Amenity Zone 6 or 7? I currently go way out of my commute to West River Parkway to travel north and then backtrack west on the Greenway to commute on dedicated bike paths with my child. Hooking up a Bryant Ave S type dedicated protected bike lane from either the Lake Hiawatha area or a bit west (though still east of I35) would be amazing for a lot of commuters in South Central/East Minny. Thanks!	
114637482546	2024-07-03 16:44:39			
114637469158	2024-07-03 13:04:06			
114637438371	2024-07-03 21:43:28			
114637437989	2024-06-29 11:05:56			
114637406094	2024-07-03 20:42:13	Amenity Zone 7: 28th	Unsafe	
114637366236	2024-07-03 19:03:42	Multiple Amenity Zones	Adding water fountains at all or some of the amenity zones would be nice. I went on a public bike ride recently on the greenway and I was surprised by how many people didn't bring their own water bottles.	I'm sooooo excited about the river extension to St. Paul!!!!!! I hope that goes through.

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114637358525	2024-07-03 18:26:25	Multiple Amenity Zones	I am happy to see this work being done. The one big missing piece in the current plan is SHADE. I was just riding on the Midtown Greenway today with my 10yo daughter, between Nicollet and 34th Ave, and the heat really hit her hard. I was struck once again at how hot the Greenway is, and how little shade it offers — both for riders on the trail, and for riders stopping alongside the trail to rest. As someone with a family history of skin cancer, I'm particularly sensitive to this issue. And as an inhabitant of a rapidly heating planet, I expect it to become only more important in the future. I realize that it is not possible to create a shady tree canopy along the length of the trail on a scale of years or even decades! However, planning should take shade into account, and seize any opportunity to create more of it.	The Midtown Greenway is not just a recreational facility, but an important piece of transportation infrastructure. It seems the plan recognizes this, and I am pleased to see it.
114637304726	2024-07-03 16:48:23			
114637302886	2024-07-03 16:44:39			
114637300838	2024-07-03 16:40:32			
114637269304	2024-07-03 15:42:34			
114637219467	2024-07-03 14:21:26			
114637209138	2024-07-03 14:05:01	Amenity Zone 7: 28th	Seems like a long distance between #7&#8	Go go go!
114637194107	2024-07-03 13:40:46			The first phase of Midtown Greenway was built in 2000. Since that moment it has been a wonderful amenity for our city. Still, it remains a vision only half realized. The southern half of the trench has been off limits due to some future transit. For 24 years, we've been waiting, and today there is still no firm plan for transit in the trench!!! With new, faster rapid bus transit coming to Lake Street, it seems like a great time to dream about what the greenway could look like if the WHOLE TRENCH were available. We could plant 1000 trees. Finally, some shade on hot summer days!!! Let's create rain gardens. Already there are places where water wants to pool. Native plants galore - picture a sea of pollinator friendly plants billowing in the wind. We could go bold - why not build townhomes directly into the southern hillside - eyes on the Greenway, expanded tax base, MORE HOMES when they are greatly needed!!! The sky is the limit - if we scrap the transit idea now there is room for benches, splash pads, playgrounds, community gardens, fruit orchards. Let the bike path meander through richly planted PLACES, not just a throughway. Where are the public officials who are on board with this idea??? I haven't met one yet. Maybe we will soon? I just hope we won't have to wait another twenty years, riding on a hot, desolate trench that isn't living up to potential. If we are going to build transit, then let's get moving!! But if not, let's start DREAMING:)
114637190105	2024-07-03 13:34:32	Amenity Zone 8: West River Parkway	Bike repair stations would be a huge improvement. Specifically at Amenity Zone 8 as it intersects 2 trails and is far away from bike shops in the event of a flat.	As an all-season bike commuter, I am curious to see how the Regional Trail Plan affects snow and ice clearing in the winter. In the past, the snow clearing has been amazing (relatively speaking). The Regional Trail Plan does not seem to address how this will affect the trail (if it will stay the same, switch to a different agency, etc.). I believe that the other Regional Trails in the Minneapolis area have not had the same level of winter maintenance. I would not consider many of the other Regional Trails as viable winter-time transitways. Additionally, with the population density being higher around the Midtown Greenway, I wonder if Regional Trail funding and maintenance will be in proportion to this.
114635674634	2024-07-01 15:26:43	Amenity Zone 3: Between Nicollet and 1st Avenue	I would like it if the trail could be widened here. This is a bottleneck area, having a lot of traffic around Eat Street. I've run into situations where foot traffic had to stop because the foot-traffic path is basically single file only there and bikes are pretty speedy.	I'd like it if the path to the Greenway by amenity zone 3 were on the south side, there's a natural path developing there anyway, and this city needs all the green it can get, it'd just be a shame to rip up part of the garden, especially since with all the apartment-dwellers, community garden demand outstrips the supply.
114637020651	2024-07-03 09:29:59			
114636975297	2024-07-03 07:26:40			
114636699875	2024-06-29 11:05:56			
114636682517	2024-07-02 22:04:43			
114636679096	2024-07-02 21:55:49			

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114636603688	2024-07-02 18:54:53			
114636591564	2024-07-02 18:29:59			
114636548993	2024-07-02 17:08:09	Amenity Zone 2: Soo Line Garden	How are “community gardens” an amenity along with Porto potties, picnic tables, trash cans, and signs? I mean one of these things is not like the others. Just leave Soo Garden alone for god’s sake.	
114636549216	2024-07-02 17:08:42			This year alone I’ve stopped and checked on 17 people unconscious. Two resulted in calls to 911. One of those two I used NARCAN. I think it’s gonna be difficult to have any major recreational changes on the Greenway until the homeless and drug use is addressed. I know that’s a heavy lift, but a lot of this other stuff doesn’t make sense when there’s so much drug use along the trail.
114636533103	2024-07-02 16:39:32			
114636529118	2024-07-02 15:20:06			
114636492966	2024-07-02 15:20:06			
114636413472	2024-07-02 13:42:41	Wayfinding	I'd love to see a Bryant Ave amenity zone or wayfinding sign. Current signage only exists for Bryant Ave in one direction. Please add signs from all directions for the Bryant Ave Bikeway ramp. Can the plan make it easier to install wayfinding murals? The Bryant Ave ramp has huge retaining walls, where a mural could be an artful way to show off the beautiful Bryant Ave Bikeway.	
114636404045	2024-07-02 13:30:39	Multiple Amenity Zones	Is there a way for local businesses to promote themselves in Amenity Zones? Whether that's with a magnetic board, bulletin corkboard, or highway exit-style signs, it would be great to promote local businesses that are near the Greenway. A section of more flexible signage would also "futureproof" the signage from being out-of-date: if MPRB renames or adds a new park near the Greenway, but doesn't update signage, community members could step in and add signage. I urge you to consider flexible, community-run signage, or more funding for ongoing wayfinding maintenance. It is clear that MPRB's sign shop is underfunded, given that they aren't able to keep signage up-to-date (many signs still use "Lake Calhoun"; no signs along West River Road point to Midtown Greenway). I ask that MPRB provides a streamlined, clear pathway for enthusiastic community members to add signage.	Illegal graffiti is common on the Greenway. Could the artistic talent be funneled to a specific bridge underpass or retaining wall? A wall could be set aside as a purposeful graffiti gallery. Think of the HOPE Outdoor Gallery / Graffiti Wall in Austin, TX or Freak Alley Gallery in Boise, ID. These are beautiful examples of community and provide a unique public art experience.
114636403768	2024-07-02 13:30:40	Amenity Zone 2: Soo Line Garden	Please keep Soo Line Garden green and unpaved. its the only green space on the greenway and kids need it.	entrance signs would be nice at all of these zones
114636389098	2024-07-02 13:08:06			
114636195278	2024-07-02 09:01:26			
114636168891	2024-07-02 08:28:20	Ecological Enhancements	frey must resign	frey must resign
114636153944	2024-07-02 08:08:47			
114636112078	2024-07-02 07:08:17			
114635799769	2024-07-01 19:38:19			
114635787980	2024-07-01 19:09:09	Amenity Zone 5: Cepro Site	I would have liked to have been able to access the plan but the “link” on the previous page doesn’t work. Please fix this if you are serious about wanting community members to provide feedback	Would love to see bathrooms, additional community garden spaces and more drinking fountains all along the Greenway. It is a very valuable space in the city!
114635785807	2024-07-01 19:00:14			Dog drinking fountains
114635785774	2024-07-01 19:03:53			
114635783467	2024-07-01 18:57:29			
114635781715	2024-07-01 18:54:22			
114635756929	2024-07-01 17:57:33	Ecological Enhancements	I’d love it if there were air pumps for bikes along the trail. Sort of like a mini bike fix up zone.	None
114635744666	2024-07-01 16:46:32			
114635723846	2024-07-01 16:52:14			
114635713454	2024-07-01 16:31:52			

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114635671183	2024-07-01 15:19:25	Amenity Zone 2: Soo Line Garden	It has been well documented that the Whittier Neighbor has defiance's when it comes to access to the Midtown Greenway. The Amenity Zone at the Soo Line Garden must include paved access to Harriet and Garfield Avenues. Located in an Environmental Justice Area of Concern, supporting paved access to the Neighborhood above at the soo line garden means you value safety, accessibility, and equitable access. The Midtown Greenway is a gem of the regional biking and walking system and the residents and especially the children of the Whittier deserve safe access to it. Whittier has a population density of 17,750 per square mile. In comparison, Kenwood has a population density of about 1,700 per square mile - 10 times less with much more park space. Children from Whittier School use this access BUT walking their bikes because the grade is too steep and covered in wood chips. The reason I support access point to the Midtown Greenway at the soo line amenity zone / Harriet/Garfield Aves: 1. There are no other ADA access points between Humboldt and 5th Avenues, and only one paved sloped access point at Nicollet Ave in the Whittier Neighborhood, a neighborhood of over 15,000 residents in an Environmental Justice Area of Concern. 2. There are hundreds of new housing units built or being planned in the immediate few blocks, much of them affordable with all ages of residents. This access will provide a safe and accessible access to the greenway to new residents of Whittier, as well as existing residents. 3. Better access to high quality, car-free bike facilities, like the greenway, mean more people of all ages on bikes. More people on bikes means less carbon being burnt, giving us a chance at slowing the warming of the earth. This project meets the goals of the county's and city's climate action plans. 4. Whittier Park and Whittier School are two blocks directly north of this ADA access. This access will provide a safer connection to and from the greenway which realizes the City's goal of creating all ages and abilities bike route network. One main goal of the City's TAP2030 is to connect residents to schools, parks and commercial areas with the bike network. I believe when children bicycle at an early age, they are more inclined to bike throughout their lives. It is true for me. 5. The existing wood mulch path through the garden is steep and not a stable or safe access for many residents including children and seniors. Garden signage asks cyclists to walk their bikes. There are also places to hide in and around the paths which adds to personal safety concerns. 6. The current design reflects a compromise which both provides access and pervsers the vast majority of the garden. Care is being taken as to how the trails will be construction to minimize impact to the garden, as well, 7. Public stewardship of public land and public funding is important to support the greatest benefit of the greatest number of people. The county received a federal grant through the regional solicitation which has a local match requirement which is being met in part with MPRB park dedication fees from the surrounding new developments. The access is planned on existing publicly owned land. Land in this part of the city is under redevelopment pressure making land acquisition difficult and expensive. If this project doesn't happen at this site, the federal grant will be given back and MPRB funds cannot be used (if not on park land). Giving a federal grant back would be a huge loss for the neighborhood. 8. Much work was put into analyzing the access along the greenway. This project is one of that works out comes. More https://www.hennepin.us/-/media/hennepinus/residents/transportation/midtown-community-works/midtown-connections.pdf and https://www.hennepin.us/-/media/hennepinus/residents/transportation/midtown-community-works/midtown-cw-supplemental-materials.pdf	
114635399131	2024-07-01 09:01:20			
114635285161	2024-07-01 06:23:42	Amenity Zone 6: Bloomington	That area is not safe. I don't think it should an AmenityZone.	I wouldn't waste money on lights that don't work and/or the copper gets stolen. Seems like a waste of money.
114635253864	2024-07-01 05:32:11	Amenity Zone 1: The Mall	Let's put in some cool bike features like a MTB skills park or singletrack with creatures that span the length of the greenway	No
114635041715	2024-06-30 20:43:21	Multiple Amenity Zones	Unless copper vandal-proof lighting is installed, all 8 zones will not form a safe cycling corridor.	Yes. I applaud the efforts of all those who brought the plan this far!!!
114635037923	2024-06-30 20:02:19			
114635020675	2024-06-30 19:35:43			
114634952871	2024-06-29 11:05:56			
114634950393	2024-06-30 15:26:11			
114634918126	2024-06-30 13:29:15	Amenity Zone 2: Soo Line Garden	Ensure this space retains its essential elements and vitality. Please through future engagement prove how MPRB is responding and taking guidance or running contrary to community visions and why. This place as is, is an incredibly unique place of respite for the near by community. It's provides a psychological break from the busyness of uptown and that is large in part due to its size, caretakers and accessibility from the greenway, adjacent streets.	Love it, keep up the good work.
114634916949	2024-06-30 13:24:56			
114634898046	2024-06-29 11:05:56			
114634885794	2024-06-29 11:05:56			

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114634884280	2024-06-30 11:29:18	Wayfinding	Make sure there enough trail signs early enough to not miss turns. Where to hop off for points of interest or restaurants as well. We are recreational bikers, not commuters or racers.	
114634841218	2024-06-30 09:13:29			
114634777323	2024-06-30 05:45:27			
114634685269	2024-06-29 23:15:13			
114634634743	2024-06-29 19:55:05			
114634630863	2024-06-29 11:05:56			
114634618493	2024-06-29 18:55:28			
114634571563	2024-06-29 11:05:56			
114634487062	2024-06-29 11:27:16	Multiple Amenity Zones	Why are there no references provided to support the design of the Zones so that we know they are designed to "best practices"? Why is there no mention of the cost to generate this Midtown Greenway Regional Trail Plan 2024?	Why is there no mention of the Midtown Greenway Coalition's contribution, which continues to this day, to the vitality of the Greenway? Outrageous!
114634467453	2024-06-29 10:40:58			
114634466036	2024-06-29 10:37:56			
114634442999	2024-06-29 09:52:08			
114634414561	2024-06-29 08:41:22			
114634410119	2024-06-28 18:51:01			
114634397366	2024-06-29 07:53:59	Amenity Zone 8: West River Parkway	I'd like to see dedicated bike vs. pedestrian lanes or markings on the concrete pad reconstruction due to high ped and cycling traffic that crosses W River Pkwy to the multi-use trail. With the traffic stop sign, when a car is stopped, peds and cyclists cross simultaneously and the existing concrete is often not wide enough or clear enough where cyclist should go vs. peds.	
114634395193	2024-06-29 07:49:00			
114634394953	2024-06-29 07:48:15			
114634382199	2024-06-29 07:11:27			
114634239048	2024-06-28 18:32:47			
114634230061	2024-06-28 22:15:46			
114634227411	2024-06-28 17:16:43			
114634217750	2024-06-28 21:36:13			
114634194763	2024-06-28 20:26:26			
114634189975	2024-06-28 20:13:29	Amenity Zone 3: Between Nicollet and 1st Avenue		
114634188699	2024-06-28 19:42:31	Amenity Zone 7: 28th	Can't see any engagement with Native American tribal communities that would be impacted by this specific amenity zone. Little Earth community and trail are near by but there is a lack of specific call out of these citizens as stakeholders in this project.	The land acknowledgement is greatly lacking and seem performative especially in light of the lack of specific engagement with Native America tribal citizens as specific project stake holders. The amenity zone 8 says nothing of what reparations will be done as land is acquired and no acknowledgment of this being specifically Dakota homeland. It rings false and very geared toward improvements for white park goers and bicyclists.
114634182337	2024-06-28 19:42:31			
114634176638	2024-06-28 19:37:52			
114634158014	2024-06-28 18:51:01			
114634150691	2024-06-28 18:32:47			
114634136952	2024-06-28 18:02:44			
114634136023	2024-06-28 18:00:22			
114634109420	2024-06-28 16:54:22			
114634103934	2024-06-28 16:54:22			
114634088974	2024-06-28 16:25:41			
114634075283	2024-06-28 16:01:47			

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114634066291	2024-06-28 15:45:45	Multiple Amenity Zones	I am not quite sure where to put this comment. I would like to see convenient car parking areas added to all greenway maps. I enjoy biking on the Greenway very much, but so far I have not found an ideal place to park my car. I live in out-state MN. Also please continue to work hard to get it across the river. That will really be great.	
114634068444	2024-06-28 15:49:42			
114634039578	2024-06-28 15:04:01			
114634020544	2024-06-28 14:33:18			
114634011922	2024-06-28 11:19:27			
114634002711	2024-06-28 14:09:09			
114633994083	2024-06-28 13:57:32			
114633954642	2024-06-28 13:00:40			
114633946641	2024-06-28 12:48:58			
114633904332	2024-06-28 11:47:52	Amenity Zone 3: Between Nicollet and 1st Avenue	Im so glad the Greenway is getting this investment!!	Yay!!!
114633917824	2024-06-28 12:08:03	Multiple Amenity Zones	Please keep winter time snow management a priority. This may be beyond the Greenway's wayfinding responsibilities/budget, but can the bridges that cross above the Greenway have their street labels affixed to the bridge face? Some bridges have it and some don't. During a previous situation when I attempted to call the police, I couldn't even give them a cross street because the bridge above me wasn't labeled. Otherwise, many of the signs on the Greenway are outstanding and I wish more trails were like it.	Who created this survey? A simple hyperlink to the MGRTP in this survey would have been nice. I reviewed this one: https://www.minneapolisparcs.org/wp-content/uploads/2024/06/Draft-Midtown-Greenway-Regional-Trail-Plan_web.pdf Page 8 has a figure, this figure should have an addition to the explanation for a dashed line, which presumably indicates future expansion? This comment applies to the remaining pages that have figures - the explanations should be updated to show what is meant by a dashed/dotted line - your GIS team should know this is a good cartography practice. Also, please don't call a map explanation a legend. Legends are for story books not maps.
114633915263	2024-06-28 12:03:58	Wayfinding	Signs on the Greenway are constantly being vandalized. What will be done to prevent this and will vandalized signs be replaced expeditiously?	Will the pavement be improved? One section was repaved, but the rest needs some serious upgrades.
114633921453	2024-06-28 12:12:39	Amenity Zone 2: Soo Line Garden		
114633909586	2024-06-28 10:02:52			
114633905526	2024-06-28 11:51:41			
114633902801	2024-06-28 11:06:28			
114633888539	2024-06-28 11:26:47	Multiple Amenity Zones	We do not need permanent restrooms at all those sites, maybe not even port a potties at more than 2 or so.	
114633886990	2024-06-28 11:24:14			
114633886725	2024-06-28 11:24:12			
114633883546	2024-06-28 11:18:29			
114633874540	2024-06-28 11:06:16			
114633873798	2024-06-28 11:05:15			
114633862407	2024-06-28 10:49:34	Multiple Amenity Zones	There are too many amenity Zones, with too much distracting signage for cyclists. Please keep the zones safe for pedestrians and cyclists, for example, marking lanes well.	Extend the greenway into St Paul across the River. Improve the safety crossing the intersection on both sides of the Olaf bridge
114633866595	2024-06-28 10:55:11			
114633865202	2024-06-28 10:53:32			
114633865012	2024-06-28 10:52:43			
114633862424	2024-06-28 10:49:38			
114633861463	2024-06-28 10:48:24			
114633859916	2024-06-28 10:43:45			
114633859850	2024-06-28 10:46:06			
114633859060	2024-06-28 10:44:54			
114633857924	2024-06-28 10:42:32			
114633840066	2024-06-28 10:02:52			
114633761248	2024-06-28 08:33:43			

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114633731523	2024-06-28 08:01:06			
114633663367	2024-06-28 06:07:36			
114633443036	2024-06-27 21:56:10			
114633423404	2024-06-27 21:12:10			
114633378564	2024-06-27 19:48:28			
114633342808	2024-06-27 18:43:19	Amenity Zone 8: West River Parkway	Will the trail be extended over the river? I'd live to see restrooms somewhere on the trail.	
114633293098	2024-06-20 19:20:39			
114633281093	2024-06-27 17:14:04			
114633180278	2024-06-27 15:20:32			
114633144878	2024-06-27 14:43:15			
114632893844	2024-06-27 09:14:54	Amenity Zone 8: West River Parkway	Looks great! I did not realize that the parcel north of the greenway was already city land. I'm hopeful that the proposed acquisition can go through and can make that piece of land more useful with respect to the greenway and in general	I would love to know more about the proposed extension across the river over the short line bridge. It would be nice to know what coordination is happening with Ramsey County/St. Paul to extend the greenway further
114632841119	2024-06-27 07:44:37			
114632603628	2024-06-26 23:56:51			
114632341267	2024-06-26 15:19:03			
114632280525	2024-06-26 14:04:57			
114632110159	2024-06-26 10:45:22	Multiple Amenity Zones	Could we get some bike parking at all the amenity zones? I assume the portable restrooms would be placed nearby and it would be nice to be able to park a bike when using the bathrooms. There is a general shortage of bike parking, if we are throwing down a concrete pad, why not throw a stapple rack down too?	
114632000428	2024-06-26 08:42:52			
114631944704	2024-06-25 18:48:34			
114631672043	2024-06-25 21:47:08			
114631548853	2024-06-25 17:02:13			
114631541328	2024-06-25 17:28:37			
114631427691	2024-06-25 14:45:36			
114631238502	2024-06-25 11:03:01			
114631216730	2024-06-25 10:41:43			
114631149493	2024-06-25 09:33:41			
114631121208	2024-06-25 09:01:11			
114630969419	2024-06-25 04:53:02			
114630825083	2024-06-24 23:22:37			

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114630795743	2024-06-24 22:00:36	Multiple Amenity Zones	I also hope the CEPRO site can add more public amenities and be less of a grab-bag of random stuff. The "garden" at CEPRO is a joke---it's 10 planter boxes on the sidewalk. MPRB can add trees and do more in-ground gardening and pollinator plantings. I recognize MPRB got the site from the County, but now it's time to turn it into something special. I'd love to see orchards with apple, peach and pear trees. The Soo Line Garden is the only actual greenspace on the Greenway, so please leave it alone and respect the community. It's older than the Greenway, too, by nearly a decade and was built by residents. It's an ecological habitat, a pollinator zone, and now a critical piece of stormwater infrastructure. Do not pave it over, do not add ramps to it, and do not add cement. It's a mini forest preserve and green habitat that serves as the only play area and natural area for the kids of Whittier Elementary and all the neighbors, who otherwise have to go over 1.5 miles to get to a lake. The County can build a ramp on Grand Avenue (whose bridge will be rebuilt) and Pillsbury Avenue (whose bridge will also be rebuilt). Grand Avenue will also be a low-stress bike connector route, so it makes sense to have a ramp there, not through the only community garden in the densest neighborhood in the city. Lastly, can the West River Parkway have more signage on how to get to Lake Street, how to get to St. Paul and how to get back to the Greenway? Right now it's confusing and sometimes you end up underneath Lake Street without even knowing it until it's too late.	I'd love to make the connection to the Cedar Lake Trail more obvious and simpler. I'm not sure if that's possible with all the light rail construction.
114630770379	2024-06-24 20:54:57	Amenity Zone 2: Soo Line Garden	There should be multiple ways to get on and off The Greenway they're are not enough entrances right now. More benches, signage, information about the businesses near The Greenway	
114630766615	2024-06-24 20:46:07			
114630703619	2024-06-24 18:23:31	Amenity Zone 2: Soo Line Garden	I would like to see benches & a work station here.	I would like to see a bench at every zone.
114630707550	2024-06-24 18:33:12	Amenity Zone 6: Bloomington	Performance stages. Working bike pumps. Places to rest with shading. directions/maps	
114630708120	2024-06-24 18:34:49	Amenity Zone 6: Bloomington	none	like yea
114630707992	2024-06-24 18:34:30			
114630695593	2024-06-24 18:08:43	Amenity Zone 3: Between Nicollet and 1st Avenue	Visial signage, better lighting, wider bike trails	More transparency regarding the draft plan, frequent updates. Recommend set-up the draft plan at the local libraries to accommodate those who do not have aces to a computer. Librarians can assist with completing the surveys. Schedule information meeting at local churches in the PM.
114630698942	2024-06-24 18:15:45	Ecological Enhancements	There should be permaculture and fruit trees! Feed people for a low cost and educate people about natural plants.	There should be permaculture and fruit trees! Feed people for a low cost and educate people about natural plants. Maybe a community garden.
114630697263	2024-06-24 18:12:28	Amenity Zone 3: Between Nicollet and 1st Avenue	I used to live by it and it's very very hard to find initially and doesn't always feel safe to get to because of lack of bike paths outside of it. There's also a lot of trash and glass outside of it too which can make it challenging to bike down.	N/A
114630696778	2024-06-24 18:11:12			
114630693180	2024-06-24 18:03:09	Amenity Zone 5: Cepro Site	It wld be nice to go by the road given lake stree is a busy road	It's a great idea
114630692714	2024-06-24 18:03:11	Multiple Amenity Zones	All amenity ones should have similar features. Zones near Hiawatha should be the same as those near the lakes	Kudos. More people will use it
114630690791	2024-06-24 17:58:42			
114630614155	2024-06-24 15:40:10			
114630588772	2024-06-24 15:01:11			
114630540116	2024-06-24 13:55:05	Multiple Amenity Zones	Repaving maintenance is crucial. Also plowing during winter.	
114630540614	2024-06-24 13:55:41			
114630540084	2024-06-24 13:55:04			
114630533288	2024-06-24 13:45:59			

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114630530053	2024-06-24 13:41:50	Multiple Amenity Zones	Amenity Zone 1 I like that there is a plan to add a path from the greenway to the west side of Lake of the Isles through what is now the dog park. More access points onto the greenway is great! Amenity Zone 7-8 The crossings at 26th and 27th Ave feel unsafe. I wish there was better signage - like those flashing crossing signs - at those intersections. Some cars stop for cyclists, most don't, the inconsistency is what makes it feel unsafe.	
114630516485	2024-06-24 13:24:35			
114630515594	2024-06-24 13:23:06			
114630299177	2024-06-24 09:03:52	Multiple Amenity Zones	i would not use the word "amenity" to describe necessities like benches, wayfinding, and trash/recycling bins. can we get more benches? walking along the greenway is hard work. more shade trees would also help.	will the prairie/savannah areas mean fewer-to-none huge trucks and SUVs in our bike and pedestrian only space? i get awfully sick of seeing Tree Trust, Hennepin County, City of Minneapolis, and other vehicles down there.
114630352000	2024-06-24 10:07:04			
114630350087	2024-06-24 10:04:48			
114630349626	2024-06-24 10:04:20			
114630246276	2024-06-24 07:54:15			
114630183549	2024-06-24 05:59:31			
114629938555	2024-06-22 11:31:33			
114629905908	2024-06-23 18:43:33			
114629881314	2024-06-23 17:04:04			
114629807615	2024-06-23 12:16:03			
114629778170	2024-06-23 10:24:14	Amenity Zone 3: Between Nicollet and 1st Avenue	I'm hoping the park/throughway proposed for Nicollet makes the greenway better and not worse!	I'm so proud that we have the greenway in Minneapolis and I'm hopeful it only keeps getting better. I'm concerned about the lighting vandalism on the greenway east of Sago. I know it was the copper wire thieves. But I do have some safety concerns there and the lights really make it more pleasant. I know it's the fault of dumb criminals, but I'm hoping lighting can be repaired soon with measures to prevent further vandalism.
114629776161	2024-06-23 10:17:01			
114629730349	2024-06-23 07:40:28			
114629718638	2024-06-23 06:56:30			
114629702472	2024-06-23 05:51:00			
114629633757	2024-06-22 11:31:33			
114629616962	2024-06-22 23:24:30			
114629603036	2024-06-22 22:22:05	Multiple Amenity Zones	More accessible restrooms and changing rooms available	
114629581740	2024-06-22 20:44:49			
114629557465	2024-06-22 18:24:36			
114629555792	2024-06-22 11:31:33			
114629551135	2024-06-22 18:16:21			
114629545325	2024-06-22 17:48:56			
114629521416	2024-06-22 16:02:20			
114629507168	2024-06-22 12:32:36			
114629483459	2024-06-22 11:31:33			
114629464299	2024-06-22 12:32:36			
114629464031	2024-06-22 12:31:38			
114629452668	2024-06-22 11:53:58	Amenity Zone 1: The Mall	They're should be no cars in the mall, too give space for amenities, and to offer free amenities like quiet.	Wayfinding between the Greenway and lake street is needed
114629446049	2024-06-22 11:31:33			
114629441937	2024-06-22 11:18:50			
114629439100	2024-06-22 11:09:57	Amenity Zone 3: Between Nicollet and 1st Avenue	I would like to see a tiny house community and a reimagining of what affordable housing could look like in an effort to draw attention to the most important inequality in our generation	Creative light ideas for night time would increase usage, safety, and enjoyment. LEDs have gotten very affordable as have solar panels

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114629411647	2024-06-22 09:47:51	Multiple Amenity Zones	The Greenway is an amazing resource, but toward the east end it can get a bit Dicey in terms of security. I love the idea of wayfindibg, gardens, etc, but I think m9re security features such as lighting, emergency call boxes, etc, might bring more people to the Greenway, creating greater security.	
114629402832	2024-06-22 09:22:20			
114629375316	2024-06-22 08:03:39			
114629344837	2024-06-22 06:34:58			
114629221716	2024-06-21 23:25:00			
114629204053	2024-06-21 22:28:59			
114629196135	2024-06-21 22:07:52			
114629188187	2024-06-21 21:46:21			
114629181847	2024-06-21 21:28:16			
114629177520	2024-06-21 21:16:17			
114629168260	2024-06-21 20:52:01			
114629161722	2024-06-20 17:13:55	Amenity Zone 8: West River Parkway	I'm actually commenting on the missing amenity zones--the east end of the Sabo Bridge and Bracket Park. Why are these not included?	There are missing amenity zones--the east end of the Sabo Bridge and Bracket Park. Why are these not included?
114629152100	2024-06-21 20:10:36	Multiple Amenity Zones	We are sick and tired of construction. We’re sick of things being torn up and closed down. This negativity affects our daily lives. Is this really necessary? Are the taxpayers paying for it ? Would the money be better used somewhere else? Is that even an option? If you live in Uptown specifically our lives have been upended by streets torn up, roads closed and detours. And now you want to rip up the greenway? When does it end? When can we at least get a break. I like the greenway as it is. Usable. Please, for the love of God, at least leave part of one side accessible so there are no detours.	Think about the disruption construction causes. Think about all the construction in the area this summer. Keep this in mind if you must constantly tear crap up.
114629144519	2024-06-21 19:51:33			
114629126448	2024-06-21 19:08:19			
114629082418	2024-06-21 17:42:49			
114629041311	2024-06-20 20:19:02			
114629030809	2024-06-21 16:10:41			
114628999103	2024-06-21 15:24:39			
114628994766	2024-06-21 15:19:05			
114628993155	2024-06-21 15:16:45			
114628927829	2024-06-21 13:45:26			
114628912391	2024-06-21 13:24:56			
114628896000	2024-06-21 13:03:43			
114628886935	2024-06-21 12:52:32			
114628851164	2024-06-21 12:10:33	Multiple Amenity Zones	Please remove all anti-houseless architecture from this trail. Primarily that means benches that prevent people from laying down on them. I also think more bicycle fix it stations are needed. I recognize that these are often vandalized, but they are an important emergency stopgap for people who need to fix their bike while riding.	
114628827594	2024-06-21 11:41:21			
114628826987	2024-06-21 11:40:25			
114628813989	2024-06-21 11:22:34			
114628807983	2024-06-21 11:14:41			
114628800971	2024-06-21 11:05:14	Multiple Amenity Zones	I think these are great ideas. They should be open for everyone- regardless of what their reason is for using them. This includes unhoused folks,	
114628800284	2024-06-21 11:04:13			
114628785699	2024-06-21 10:44:31			
114628762605	2024-06-21 10:13:29			
114628741629	2024-06-21 09:46:26			

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114628729950	2024-06-21 09:17:30			
114628715366	2024-06-21 09:11:03			
114628714278	2024-06-21 09:09:25			
114628710542	2024-06-21 09:04:37			
114628701692	2024-06-21 08:52:37			
114628701138	2024-06-21 08:51:47			
114628695372	2024-06-21 08:43:37			
114628690970	2024-06-21 08:37:34			The midtown greenway is pretty great as-is. It is a practical way to get around the city. Whatever improvements you make, it is not worth it if they require closing the trail down for construction.
114628689365	2024-06-21 08:35:12	Amenity Zone 8: West River Parkway		
114628673008	2024-06-21 08:11:31			
114628667127	2024-06-21 08:02:48	Amenity Zone 1: The Mall	I'm unsure where the Greenway passes through in the draft plan. It looks as though there will be in fountain and Greenway users who are passing through will have to veer to one of the sidewalks. I think the park looks nice, but one of the best features of the Greenway is that you can commute to various locations with very little slowing down or stopping. I think most users so not have The Mall as their final destination. I think it would be unfortunate if paying through was not an option in this section. Also, can it be made pedestrian only? It says urban/pedestrian focused, but has a car pictured.	I did not seeing drinking fountains/water bottles filters at most amenity zones. I assume these would be available somewhere along the route? Tool stations (bike fix) would also be helpful. They wouldn't have to be at every stop, but having them is nice. The CEPRO Park project looks neat. ☐
114628672305	2024-06-21 08:10:17			
114628662387	2024-06-21 07:55:13			
114628662021	2024-06-21 07:54:44			
114628656470	2024-06-21 07:45:47	Amenity Zone 8: West River Parkway	Putting a bridge across the Mississippi would be a game changer for the city and should continue to be the number one priority for the Greenway coalition (which you've done a fantastic job promoting). We've traveled to lots of great bike cities: Portland, Copenhagen, Amsterdam, etc. None have a bike trail like the Greenway that cuts through the urban part of the city with minimal stop and minimal grade changes. Extending this to St. Paul could bring thousands of people, jobs, and recreation opportunities into the fold. It'd be great if they could join the party that is the Greenway.	
114628653261	2024-06-21 07:40:36			
114628651512	2024-06-21 07:37:25			
114628644607	2024-06-21 07:26:32			
114628633437	2024-06-21 07:10:41			
114628619755	2024-06-21 06:45:50	Multiple Amenity Zones	Unclear what would go where	
114628617210	2024-06-21 06:38:22			
114628608570	2024-06-21 06:23:07	Amenity Zone 8: West River Parkway	The plan pays a lot of lip service to POC but it's not clear what- if anything- is being done to address those groups. For example, building many more access points through the Phillips neighborhood stretches. It seems like the primary goal is to obtain "regional trail" status so a bridge over the river can be built.	The land acknowledgement at the beginning is totally performative. If you want to help native people-many whom live directly adjacent the Greenway- then actually help them.
114628597077	2024-06-21 05:58:47			
114628549482	2024-06-21 04:18:00			
114628504839	2024-06-21 02:47:49			
114628414822	2024-06-20 23:02:28			
114628397874	2024-06-20 22:19:03	Amenity Zone 8: West River Parkway	I want a connection from Saint Paul to Minneapolis (vice versa) from the Midtown Greenway via extension using the existing train bridge.	I love it! I just want more connections
114628389119	2024-06-20 21:57:12			
114628383696	2024-06-20 21:43:31			
114628378389	2024-06-20 21:31:17			

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114628375906	2024-06-20 21:25:24	Ecological Enhancements	Native plantings along the way would be nice.	I ride it regularly. Keep it clean and safe. I actually like the idea of security cameras along the trail.
114628371358	2024-06-20 21:14:33			
114628369101	2024-06-20 21:09:32			
114628360943	2024-06-20 20:52:19			
114628360845	2024-06-20 20:52:06			
114628358578	2024-06-20 20:47:14			
114628358131	2024-06-20 20:46:08			
114628356038	2024-06-20 20:41:36			
114628348449	2024-06-20 20:26:07			
114628342979	2024-06-20 20:14:01	Amenity Zone 8: West River Parkway	Would love to have the bike trail go across the river.	I just love it and bike almost every weekend 3 seasons a year. It's for me the best thing this city has.
114628343982	2024-06-20 20:16:15			
114628342334	2024-06-20 20:12:25			
114628332680	2024-06-20 19:51:57			
114628322223	2024-06-20 19:29:13	Amenity Zone 7: 28th	The crossings just east and west of Sabo Bridge are frequently problematic. Drivers frequently do not stop for bicycle traffic at the 28th Street crossing and the situation is even worse on the east side of Sabo bridge when trail users are trying to cross Minnehaha Ave. Automatically activating the flashing lights at these crossings when trail traffic is detected would be a huge improvement over the current "beg buttons" that activate the flashing lights at these crossings. One block further east of Minnehaha is 26th Ave where, despite years of 311 reports and videos by local bike safety advocates, large semi trucks affiliated with Swanson Meats and ABC Supply Co frequently park in the bike lanes making it difficult for trail users to see oncoming traffic while crossing.	The whole corridor of the Midtown Greenway needs restrooms and drinking fountains.
114628326020	2024-06-20 19:37:17			
114628324267	2024-06-20 19:33:39			
114628319164	2024-06-20 19:23:07			
114628315533	2024-06-20 19:16:16	Multiple Amenity Zones	Why don't the amenity zones include amenities actually useful to people cycling? Why no water fountains? Why not workstands and bike tools?	The plan mentions safety, but--unless there are drastic changes to remove the drug users and the broken glass and other rubbish they leave behind--I think there will still be potential to have some pretty unsafe situations.
114628314945	2024-06-20 19:14:46			
114628305950	2024-06-20 18:59:54			
114628305325	2024-06-20 18:58:25			
114628304397	2024-06-20 18:56:15			
114628291700	2024-06-20 18:28:09			Happy to see that efforts are being made to improve the trail. Please police the trail, don't allow encampments and drug use under the bridges. The trail is a fabulous asset if it can be used safely.
114628290802	2024-06-20 16:57:37			
114628288599	2024-06-20 17:48:39			
114628284716	2024-06-20 18:13:25			
114628279920	2024-06-20 18:03:57			
114628278944	2024-06-20 18:02:00			
114628278409	2024-06-20 18:00:21			
114628275931	2024-06-20 17:56:08			
114628274077	2024-06-20 17:52:13			
114628272850	2024-06-20 17:49:52			
114628271433	2024-06-20 17:47:01	Ecological Enhancements		Connect to St Paul
114628271757	2024-06-20 17:47:31			

Respondent ID: A

Date: 7/11



Minneapolis
Park & Recreation Board

Public Comment on Draft Midtown Greenway Regional Trail Plan

The Minneapolis Park and Recreation Board (MPRB) is creating a regional trail plan for the Midtown Greenway called the Midtown Greenway Regional Trail Plan. If approved, the regional trail plan would be a step towards the Midtown Greenway becoming a regional trail and eligible for regional park system funding.

The draft plan builds on the design, community engagement, analysis, recommendations and completed projects by other agencies, organizations, and the community since the inception of the Midtown Greenway. The document includes narrative and graphics that describe future improvements and fulfills other regional plan requirements by the Metropolitan Council.

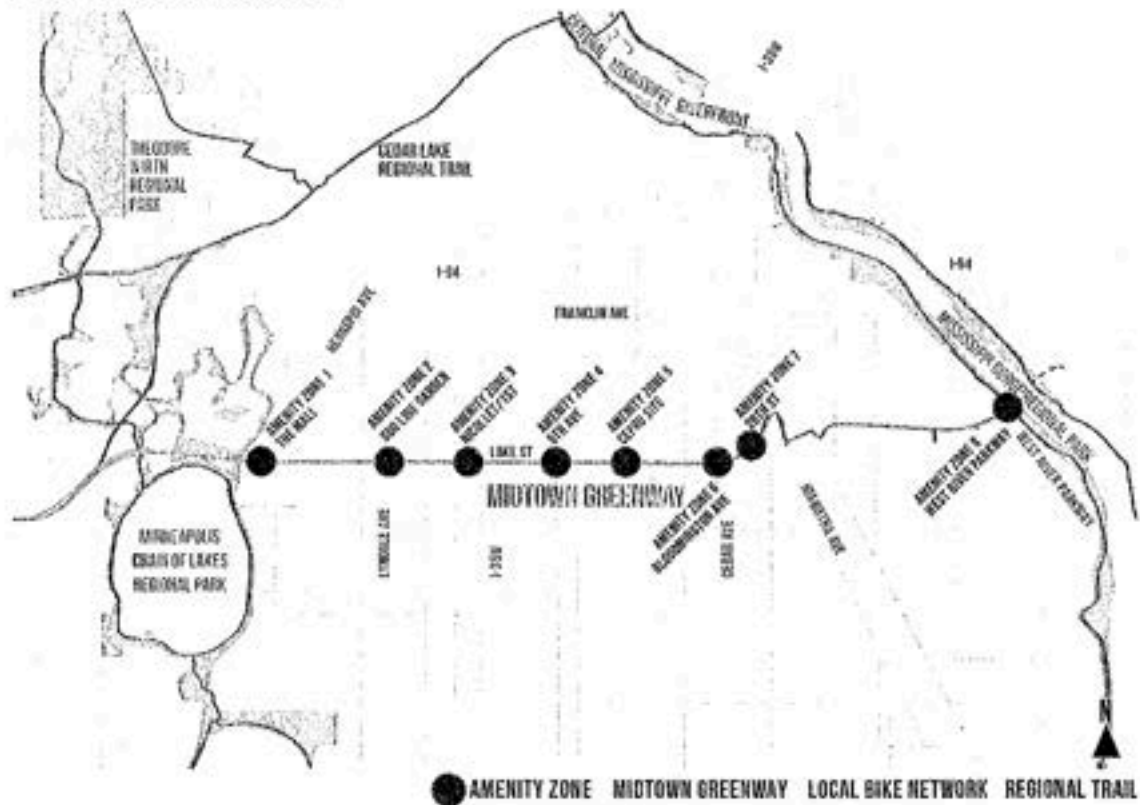
Hennepin County Regional Railroad Authority (HCRRRA) or the City of Minneapolis, depending on the trail segment, are the underlying landowners of the Midtown Greenway. Operations, maintenance, and communications associated with the Midtown Greenway are primarily performed by the following agencies and organizations: HCRRRA and the City of Minneapolis. The MPRB is involved in developing a regional trail plan in order to unlock regional park system funding as the only eligible regional park implementing agency for regional parks and trails within the City of Minneapolis.

Following guidelines outlined in Resolution 2023-127, MPRB community engagement for the draft plan document is focused on the amenity zones, and the lower cost capital amenities within them, on which MPRB will spend regional capital funding, such as portable restrooms, garbage and recycling bins, benches, drinking fountains, picnic tables, and community gardens. Engagement also includes wayfinding and ecological enhancements shown throughout the whole regional trail boundary. Funding and engagement for any higher cost capital expenditures like lighting, permanent restrooms, pavement repaving, and trail expansions will have to be covered in other ways such as by current agency owners/operators or other interested parties. Please focus draft plan comments on amenity zones, wayfinding, and ecological enhancements.

The draft Midtown Greenway Regional Trail Plan can be found on the project page:
bit.ly/greenway-regional-trail-plan

Please review the plan, then provide any comments below.

Amenity Zone Locations



1. What Amenity Zone or amenity (wayfinding or ecological enhancements) within the Midtown Greenway Regional Trail would you like to comment on?

Midtown Greenway

2. What ideas or concerns would you like to share about what's shown in the draft document for this Amenity Zone?

More lighting & color of green(s)

3. Is there anything else you'd like to share about the draft Midtown Greenway Regional Trail Plan?

Midtown is great, more of something to
look at to find place

Please tell us a little about you.

We'd like to know more about who we are hearing from so that we can better work to include a diversity of perspectives and people. These questions are optional, but we'd like to learn more about you! Thank you.

4. Would you like to tell us more about yourself?

- ☒ Yes
☐ No

I'm single & I do a lot of different
things some old & some new.

Respondent ID: B**Date: 7/11**

Public Comment on Draft Midtown Greenway Regional Trail Plan

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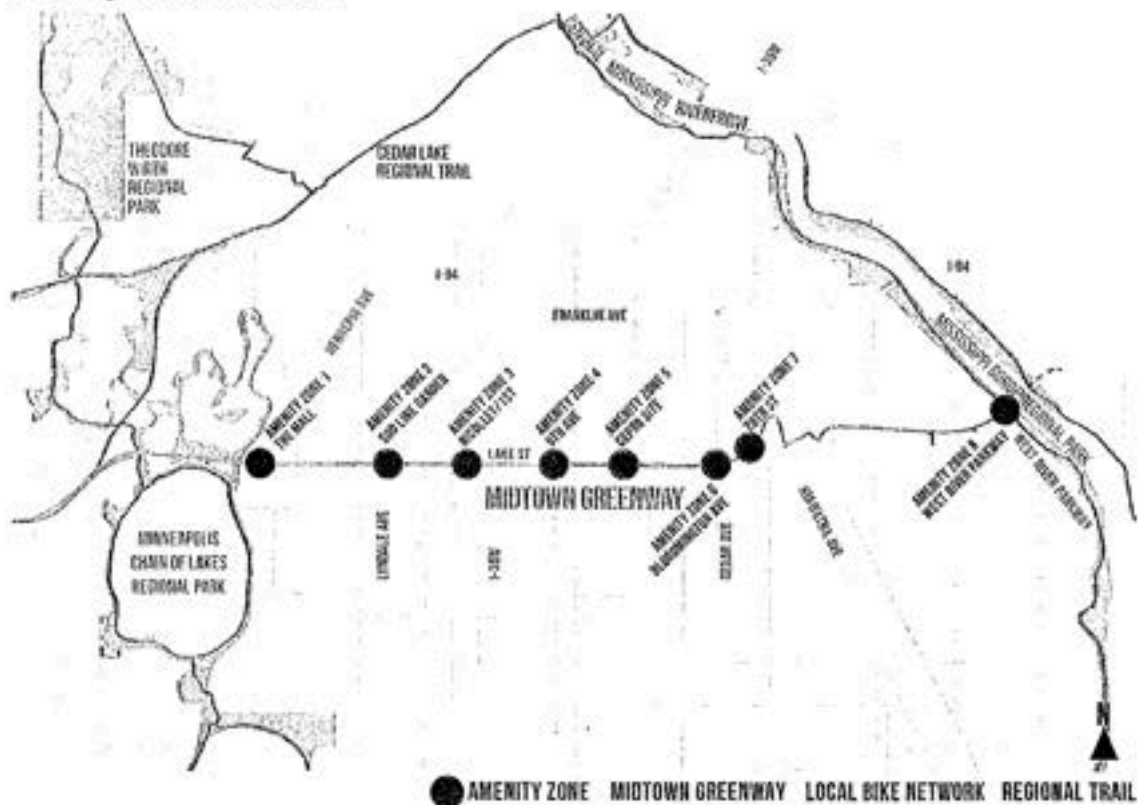
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Please review the plan, then provide any comments below.

Amenity Zone Locations

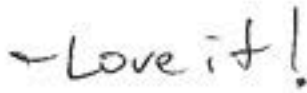


1. What Amenity Zone or amenity (wayfinding or ecological enhancements) within the Midtown Greenway Regional Trail would you like to comment on?

- Coffee shop

2. What ideas or concerns would you like to share about what's shown in the draft document for this Amenity Zone?

- Food vendors
- Spoken word
- Benches / sitting / charging stations

3. Is there anything else you'd like to share about the draft Midtown Greenway Regional Trail Plan?A large rectangular box for a handwritten response. The text '~Love it!' is written in the top left corner of the box.**Please tell us a little about you.**

We'd like to know more about who we are hearing from so that we can better work to include a diversity of perspectives and people. These questions are optional, but we'd like to learn more about you! Thank you.

4. Would you like to tell us more about yourself?☒ Yes☐ No

Midtown Greenway Regional Trail Event Notes

Focus Group with Hispanic/Latino Community at Mercado Central

7/24/24

Notes

Attendee A

Is it possible to put more security on the trails (ex: biking police). There are a lot of people experiencing homelessness along the trail.

Attendee B

People are driving cars on the trail.

Attendee C

Live near the Greenway. It was beautiful when it started. There could be a focus on sports in the Greenway so people will use it again. It's important, especially for children. Would like to use Greenway again.

Attendee D

Connect with Mad Dads or a community group to help improve safety along the Greenway.

Attendee E

See people selling drugs in this area. Used to have a business near the Greenway and 28th. There are no lights and people are afraid to use the trail. Would like to see lights, picnic tables, portable restrooms.

Attendee F

Would like to see picnic tables and bathrooms. Many years ago, we put a picnic table at Bloomington and 29th. We couldn't use it as a family because people experiencing homelessness were using it to sleep and would also leave behind syringes. Cars are driving on the trail entering from 28th near the Smith Factory. Need signs to say don't enter this way. People may not know it isn't a road. Some people also drive fast through there.

Attendee G

Security and community are important. The city needs to fix the security. I've also seen cars driving along the trail.

Attendee H

The Greenway needs more lights and cameras.

Attendee I

Right now, security is the most important thing. It will help with people getting business from the Greenway. Have to close my shop around 9pm.

Attendee J

Everything has to be installed with vandalism and potential destruction in mind. Things can get destroyed or stolen along the Greenway (ex: bike tool station – tools stolen). There used to be more tables at the CEPRO site, but some of the tabletops were broken off.

Attendee K

There should be a community group to go through the Greenway.

Attendee L

Live at Harriet and haven't used the Greenway this year because there are a lot of needles that need to be cleaned up. Put a table in the garden and there are a lot of needles, so the space isn't useable. After 7 there's no security. Need to work towards building confidence in using the Greenway again.

Attendee M

Used to walk the Greenway with family to walk to school. Everything changed when security wasn't there (ex: rape, murder). Had to tell family not to use the space because we lost confidence in safety. It's beautiful to see people bike and use the trail. The trail needs maintenance in places. The plan is interested, but in this area really need security. People next to the Greenway need to think about now.

Attendee N

My kids don't feel safe on the Greenway. They're afraid to go outside along the trail – see people experiencing homelessness doing drugs, etc. and it stays with them. Between 4th and 28th there are more people experiencing homelessness and less lighting compared to between the lakes and 4th. Add portable restrooms between Harriet and Lyndale and near 28th – could be near landscaping. Add more trash cans. It's a nice place to bike if it's safer. There should be more call boxes that are spaced out.

Attendee O

I would like more security because homeless are taking over and my kids don't feel safe. Portable bathrooms and more lights would be great. (*Near 28th*)

Attendee P

Bathrooms (*original text in Spanish: baños*)

More security (*original text in Spanish: mas seguridad*)

Trash cans (*original text in Spanish: bote de basuras*)

Lights (*original text in Spanish: Luces*)

Tables, chairs, benches (*original text in Spanish: mesas, sillas, bancas*)



Minneapolis Park and Recreation Board

Midtown Greenway Regional Trail Plan

Online Open House #2

7/23/2024 4:30-5:30pm

Zoom Online Video Call

MPRB Staff Present: Madeline Hudek (Project Manager), Carrie Christensen (Project Manager), Lizzie Stueve (Research Assistant)

Jessica Galatz (Hennepin County Regional Railroad Authority), Julieann Swanson (Minneapolis Public Works)

Public: Approximately 8 attendees

WELCOME AND INTRODUCTION

Madeline started the meeting by introducing those on the call from Minneapolis Park and Recreation Board (MPRB), Hennepin County Regional Railroad Authority (HCRRA) and the City of Minneapolis. Madeline mentions how the previous public open house had technical difficulties and thanks everyone for attending this second online open house. Madeline asks participants to stay on mute until it is time for questions and welcomes people to drop questions in the chat for Carrie to respond to.

Madeline then began the presentation, which started with giving attendees an overview on the project draft plan including the guidelines of the project and the project location. Then, information was shared on the timeline of the project, noting where we currently are within the process of the Regional Draft Plan. Currently, the public comment period is open and will be open until August 5th, 2024.

Following a timeline overview, Madeline provided some background on the agreement between HCRRA, the City of Minneapolis, and MPRB and how HCRRA will remain the landowner of the Midtown Greenway. Next she provided information on the upcoming aspects of the project timeline for the fall/winter of 2024, discussing how if the Regional Trail Plan is approved by the Board of Commissioners and Met Councils the trail will be eligible for regional funding.

Madeline then showed a map of the project area as well as the area of parkland in relation to the Midtown Greenway. She discusses how the Short Line Bridge is included within the regional trail boundary but currently there is no commitment from agencies on whether this bridge will eventually become part of the trail. There is currently a feasibility study happening in relation to this bridge and transit.

Madeline then discusses the community engagement for the project and how it is focused on the eight different amenity zones throughout the Midtown Greenway as well as the lower cost capital amenities within them. She explains some examples of what some lower-cost amenities could look like, such as benches, wayfinding, ecological enhancements, drinking fountains, etc.

Then Madeline talks about how the plan includes 11 segment maps for the trail that show the potential amenities and where the trench portion is, which is not included in the regional trail boundary due to the potential future use for transit. These segment maps also show the current existing conditions of the trail. Along with the segment maps Madeline showed the 8 amenity zones, which are the primary focus for engagement.

Madeline wraps up the presentation discussing the approval process for the plan. After the public comment period closes on August 5th 2024, staff will tabulate the comments and make modifications to the draft plan. Then the draft will be brought to committee for a public hearing and if it gets out of committee, it will go to the full Board of Commissioners to be approved. From there MPRB, HCRRRA, and the City of Minneapolis will amend the approved agreement between the three agencies, as needed. Then the Plan will need to be approved by Met Council to be eligible for regional funding. Lastly Madeline provides the QR code as well as links to the public comment survey and the project page as well as her and Carrie's contact information.

Discussion:

(Community in chat) Could you describe why MPRB is the only entity eligible for the state funding in this project?

- **(MPRB staff in chat)** Great question. We can dive into that in the discussion, but the Met Council Parks and Trail Plan goes into that question in greater depth. MPRB is one of the participating park agencies in the metro area.
<https://metro council.org/Parks/Planning/Parks-Policy-Plan.aspx>
- **(MPRB staff verbal)** When the Regional Park and Trail System was established, 10 agencies identified including the Minneapolis Park and Recreation Board. These implementing agencies are the only agencies eligible for regional park and trail funding.
- **(MPRB staff in chat)** Within Minneapolis, the City Charter also states that MPRB is the agency in charge of parks in the city.
https://library.municode.com/mn/minneapolis/codes/code_of_ordinances?nodeId=CH_ARTVIPAREBO
- **(MPRB staff in chat)** Here is the link to the project webpage:
https://www.minneapolis parks.org/park-care-improvements/park-projects/current_projects/midtown_greenway_trail_plan/ . You can sign up for email updates there and find the draft plan and survey for comments. Thanks!

Midtown Greenway Public Open House

7/11/24

In attendance:

Staff: Madeline Hudek, MPRB, Joe Gladke, Hennepin County Regional Railroad Authority, Julieann Swanson, City of Minneapolis, Carrie Christensen, MPRB

Public: Approximately 18 attendees

(Community in chat) How will the Criteria Based System for MPRB Regional Park and Trail Capital Project Scheduling criteria be used?

- **(MPRB staff in chat)** To answer the question about capital funding – if the Greenway is brought into MPRB's regional trail system, it would fold into MPRB's regional trail capital improvement program. <https://www.minneapolisparcs.org/about-us/budget-financial/capital-improvement-program/>
- **(Community in chat)** Have you taken into consideration the needs of existing MPRTB Parks and Trails. Particularly maintenance for park safety.
- **(MPRB staff in chat)** MPRB will not be playing a role in trail maintenance or emergency services for the Greenway. The operator and owner of the Greenway will remain in the hands of HCRRA and the City.
- **(Community in chat)** I am concerned about competition for funding with other Regional parks such as Chain of Lakes. MPRB must be aware of the woman that was dragged into a thicket of buckthorn, raped and kidnaped at South Cedar Point. Seems that Park Safety audits at all our regional parks and trails should be done before we take on another project.
- **(MPRB staff in chat)** Yes, safe parks are so important. If brought into the regional trail system, there would be additional funding allocated to MPRB for the regional trail system.

(Community in chat) On page 28, you do not list Seward Neighborhood. The southern boundary of Seward is the HRRRA right of way— which the greenway is in. Why not include Bike repair stations (e.g. "Fix-it stations) at each amenity zone? There is a large gap between amenity areas on the east end. The options— move the 28th Street zone to the east end of the Sabo Bridge. Ad/or add an amenity zone at Bracket Park.

- **(MPRB staff in chat)** Thanks for the note about Seward.

(Community in chat) Could you speak to adding things like drinking fountains and bathrooms into the plan?

(Community in chat) Do you have a rough timeline for when HCRRA's vision of express rail service could be built alongside the trail?

- **(Hennepin County staff verbal)** The transportation land use timeline is not known or determined at this time.

(Community in chat) I skimmed the Plan and didn't see anything about public art. Would there be a separate public art plan?

- **MPRB staff comment in chat:** What's interesting about public art in parks is that most of our public art is owned by the City or community groups like neighborhood orgs. The County's "Making the Connections" report has quite a bit related to public art.
<https://www.hennepin.us/-/media/hennepinus/residents/transportation/midtown-community-works/midtown-connections.pdf>

(Community in chat) Thanks for the info about the drinking fountain on Nicollet, I didn't notice that! Could you speak to adding shade to the amenity zones? Especially between Sabo and the river. Thanks!

- **(Community in chat)** Trees would be best

(Community in chat) Please answer my comment about competition for funds for crime prevention maintenance at other regional parks

(Community in chat) It would be handy to just add a SHORT section about potential connections to the River Bridge on the east end

(MPRB staff in chat) Here is the Community Safety study by Hennepin County
<https://www.hennepin.us/-/media/hennepinus/residents/transportation/midtown-community-works/midtown-safety-design-study.pdf>

- **(Hennepin County staff verbal)** Hennepin County is providing security on the Greenway daily
- **(Community in chat)** Just a note, I've been really happy with the Hennepin Security folks after a brief conversation with the Midtown Greenway Coalition about them. I'd like to see information about Hennepin County's Security featured more prominently on MPRB and Hennepin County's website.

(Community in chat) Maybe move the 28th St zone to the east of Sabo bridge or Bracket

(Community in chat) Have any more grade separations of at-grade road crossings been considered or would that be cost-prohibitive?

(Community in chat) Will the green space to the east of Sabo be included as an amenity zone? It's currently fenced off.

(Community in chat) The W River Parkway is the only zone that does not have a bench. Why?

(Community verbal) Grade separation. We need nonstop traffic for bikes and stop signs for motorists. Take out stop signs for the Greenway and make it be right of way for cyclists and other trail users.

- **(City of Minneapolis staff verbal)** Thanks for suggestion about prioritizing trail users with stop signs. The City can look into closing cross streets in Uptown too similar to 29th closure to vehicles.
- **(Community in chat)** Let's see Greenway users getting right of way at all intersections in the master plan.
- **(Community in chat)** Yes, I agree with you, thank you!

(Community in chat) East Sabo amenity zone— I mentioned that option — how about moving the 28th St zone to the east end of the bridge since it is now very close to the Cedar zone.

(Community in chat) Any reason we can't have two amenity zones on either side of Sabo?

- **(MPRB staff verbal)** Amenity zones are something we are taking feedback on during the public comment period, so if you think there should be additions or subtractions you can include that in your feedback in the online survey.
- **(Community in chat)** Great, I'll add the additional amenity zone to the survey. Thanks for your quick response!

(Community in chat) In Seward/Longfellow, we managed to get Minneapolis to close 29th Ave at the Greenway—How about doing that at 30th and for at least one of the cross avenues in Uptown?

(Community in chat) Would express rail service mean light rail or heavy rail or has the mode not been decided yet?

- **(Hennepin County staff verbal)** There was a study about rail transit but there is not a rail type determined at this time.
- **(Community in chat)** Ok, do you think there would be any single-tracked sections where there are space constraints or would the bridge abutments be rebuilt?
- **(Community in chat)** How about “turf track” —grass instead of ballest between the rails. to be cynical— all of Matthews Park field is now weeds and it works fine.
- **(Community in chat)** I strongly support turf tracks from perspectives of visual, heat retention, air quality, etc. They are used throughout Europe.
- **(Community in chat)** The greenway weeds already need to be maintained so maybe not a big change

(MPRB staff in chat) To stay in touch with the project, visit https://www.minneapolisparcs.org/park-care-improvements/park-projects/current_projects/midtown_greenway_trail_plan/ or bit.ly/greenway-regional-trail-plan

Midtown Greenway Regional Trail Event Notes

Focus Group with Somali Community at Madia Mall

7/8/24

Notes

Feedback A – 2 participants

Add drinking fountains.

Feedback B

Add bathrooms, wherever works best.

Feedback C

Trail mile signs to mark distance.

Feedback D

Would like to see an amenity zone at 13th. A lot of people access the Greenway from 13th.

Feedback E – 4 participants

The walking trail is narrow. Would like to see if the trail could be widened.

Feedback F – 3 participants

Safety concern: e-bikes rush past without sound. Would like to see signs to improve safety.

Feedback G

Add a bathroom at CEPRO site. Don't need one at 13th because there are some in the mall.

Feedback H – 4 participants

Safety and security is number one priority.

Attendee A.A

Safety and cameras are important. Add signs that there are security cameras.

Attendee B.B

Safety – people experiencing homelessness can be a concern.

Would like to have patrols around.

Make sure the blue emergency phones have a clear dispatch gps/location information instead of being general and connecting to an entrance.

Attendee C.C

Would like to see bathrooms and benches.

Attendee D.D

Space amenity zones out more – add one between 7 and 9. Zones 5-7 are too close together.

Attendee E.E

Would like to have community cleanup opportunities at least a few times per year.

Would like to see more police or security, water, and shade (umbrella).

Attendee F.F

Would like to see a warming shelter, like buses have along the Greenway.

Signs should be in English, Somali, and Spanish.

Attendee G.G

We need water. 8 different spots.

Midtown Greenway Regional Trail Event Notes

Minneapolis BAC/PAC Joint Non-Engineering Committee Meeting

6/12/24

Notes

Attendee 1.1

ADA access – are trails/ramps in the plan?

Attendee 2.2

Excited to hear restrooms and drinking fountains are possible items to include.

Attendee 3.3

Is there an amenity zone on the western end?

There's a direct connection to the dog park at Isles.

Would like to see year-round drinking fountains if possible and shelters for benches in the winter.

Attendee 4.4

Enhance the river road connection to Lake Street if the Short Line bridge connection to St. Paul isn't a viable option.

Midtown Greenway Regional Trail Event Notes

An Evening with Tim Springer at Venture Bike Shop

5/28/24

Present: Carrie, Madeline. Lizzie, Anthony Taylor, ~ 30-40 community members

Handouts: FAQ, postcard, flyer

Upcoming Events

- June 8
- June 13
- June 20
- June 27

To Do / Follow Up

- ✓ Send Anthony MPRB language for eventbrites – MH
- ✓ Add Bicycle Alliance contact into communications list – MH
- ✓ Update flyer to include detail on low-cost amenities – MH
- ✓ Print new flyer and updated 24x36 board – MH

In what zip code do you live?

MPRB Midtown Greenway Regional Trail Plan Online Survey and In Person Engagement

Answers: 109 Skipped: 0/23

RESPONSES (109)

WORD CLOUD

TAGS (0)

Cloud View

List View

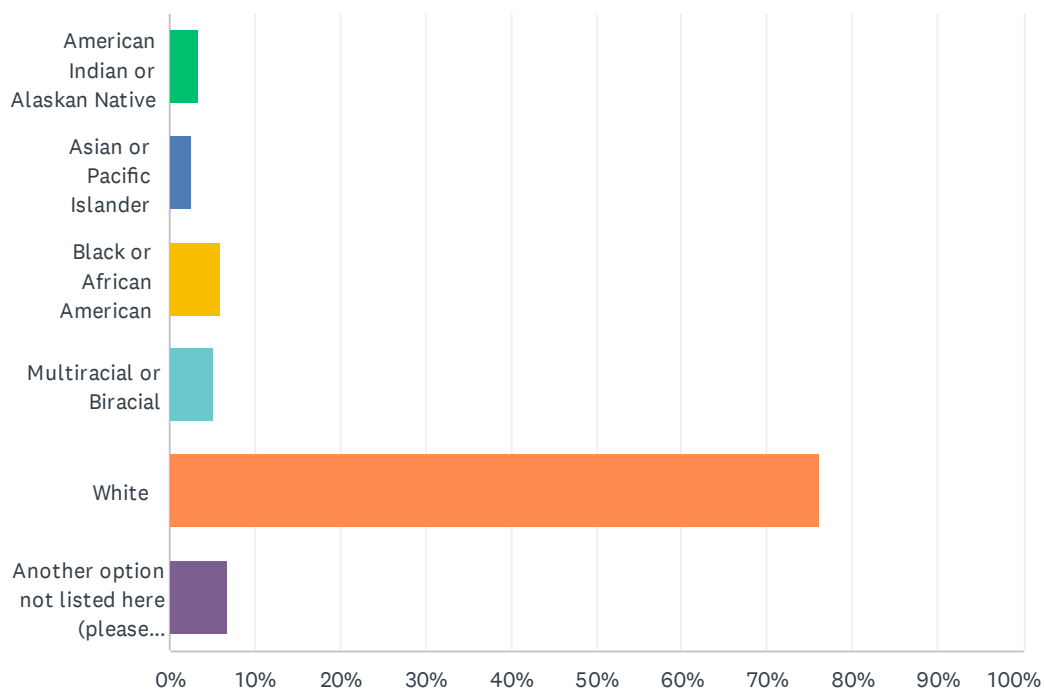
Customize

55419 55410 55405
55407 55406 55414
55403 55404 55408



Q7 Which of the following best describes you? (Please select one answer.)

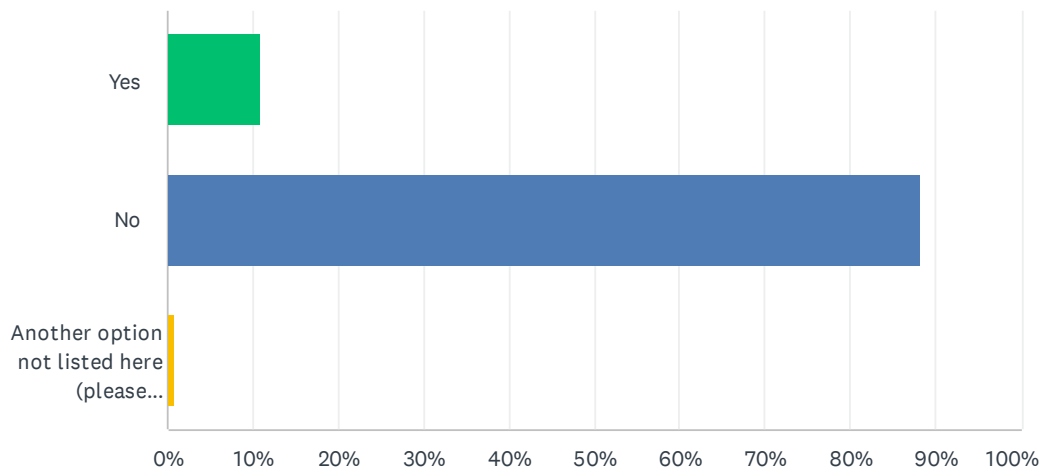
Answered: 117 Skipped: 515



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	3.42%	4
Asian or Pacific Islander	2.56%	3
Black or African American	5.98%	7
Multiracial or Biracial	5.13%	6
White	76.07%	89
Another option not listed here (please specify)	6.84%	8
TOTAL		117

Q8 Are you of Hispanic, Latino/a/x, or Spanish origin? (Please select one answer.)

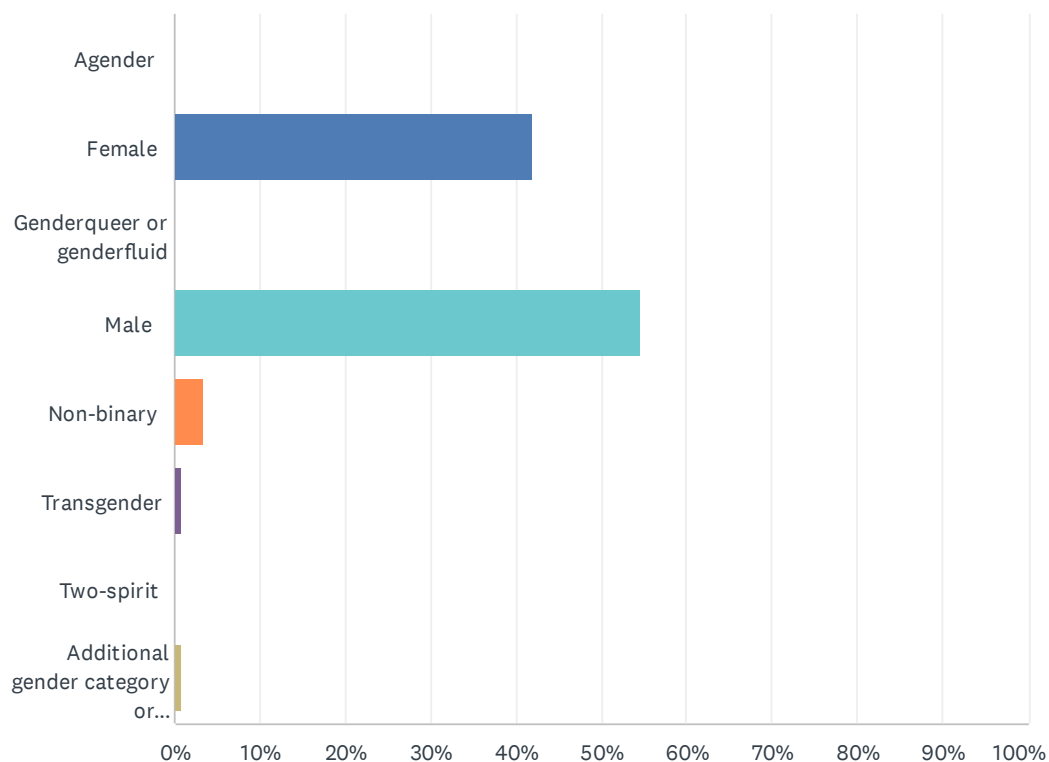
Answered: 119 Skipped: 513



ANSWER CHOICES	RESPONSES	
Yes	10.92%	13
No	88.24%	105
Another option not listed here (please specify)	0.84%	1
TOTAL		119

Q10 How do you identify? (Please select all that apply.)

Answered: 119 Skipped: 513



ANSWER CHOICES	RESPONSES	
Agender	0.00%	0
Female	42.02%	50
Genderqueer or genderfluid	0.00%	0
Male	54.62%	65
Non-binary	3.36%	4
Transgender	0.84%	1
Two-spirit	0.00%	0
Additional gender category or questioning/unsure (please specify below)	0.84%	1
Total Respondents: 119		

In what year were you born? (Please add a 4 digit year)

MPRB Midtown Greenway Rejuvenation Plan Online Survey and In Person Engagement

Answered: 119 Skipped: 533

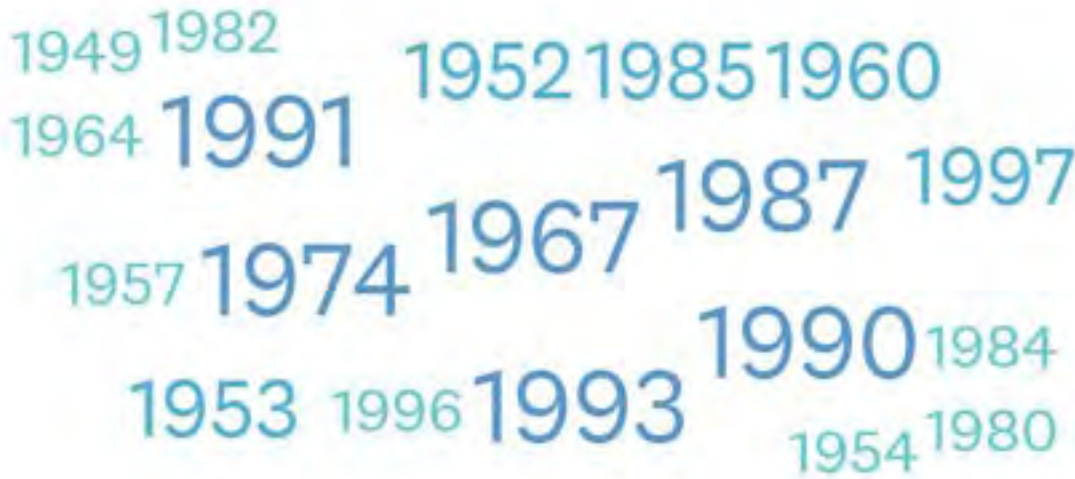
RESPONSES (119)

WORD CLOUD

TAGS (0)

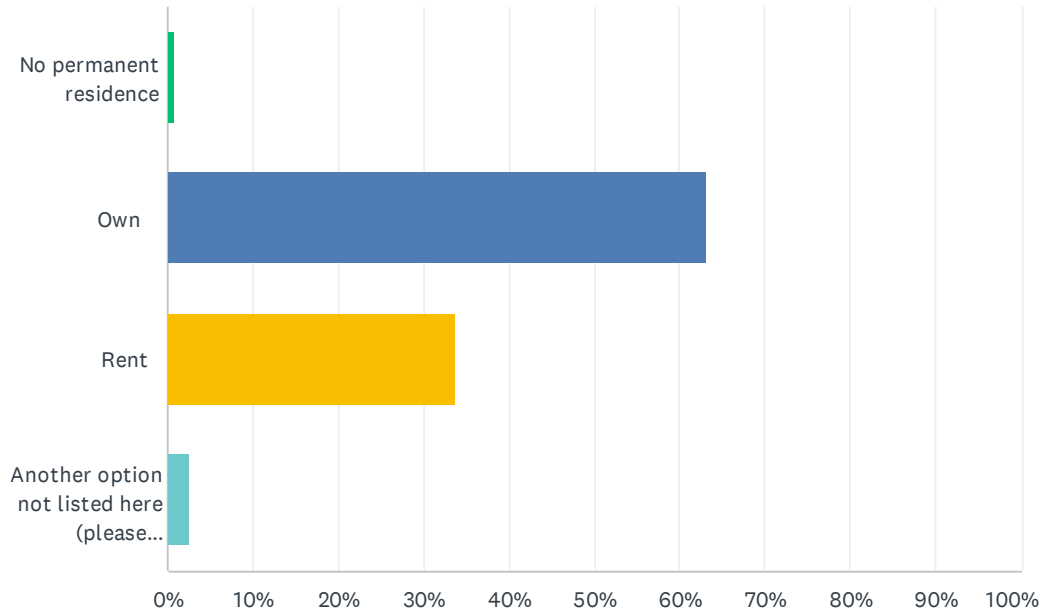
Cloud View List View

Customize



Q12 What best describes your current residence? (Please select one answer.)

Answered: 119 Skipped: 513



ANSWER CHOICES	RESPONSES	
No permanent residence	0.84%	1
Own	63.03%	75
Rent	33.61%	40
Another option not listed here (please specify)	2.52%	3
TOTAL		119

Hudek, Madeline

From: Carter [REDACTED]
Sent: Wednesday, July 31, 2024 5:33 AM
To: Shaffer, Elizabeth A.
Cc: Hudek, Madeline; Christensen, Carrie A.
Subject: Re: [External]Midtown Greenway Regional Trail Plan

Categories: Midtown Greenway

[Some people who received this message don't often get email from casmaer@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I really appreciate the additional context. It's a perplexing idea to want to shoehorn a streetcar alongside the greenway.

It's one person's opinion however while I have your digital ear the one refrain I've heard widely among the cycling nerds is that while the aesthetics of the greenway will always enhance the experience the most important element is attention paid to maintaining as close to a smooth surface as possible for all things wheeled on our marquee path. It's a tough ask here in MN, but not impossible.

The proposed improvements in the plan look rad.

Carter

> On Jul 30, 2024, at 12:23 PM, Shaffer, Elizabeth A. [REDACTED] wrote:

>

> Hello Carter,

>

> The underlying property owner on the Greenway is HCRRA, the Hennepin County Railroad Authority and they do still have a long-term plan for a "street-car" along the southern edge of the Greenway. This is the reason we cannot plan ADA-bike-ped access to the Greenway from the southern side as they won't allow access points to cross the tracks over to the ped/bike side.

>

> There are no plans for light rail along the Greenway in the near future that I am aware of. From your email, I assume you have already looked at the draft regional trail plan and taken the survey. If you haven't, this would be important feedback to give.....keeping the Greenway primarily ped/bike.

>

> Madeline and Carrie may have some ideas to add.

>

> Great to hear from you.

>

> Elizabeth Shaffer

> Commissioner, District 4

> Minneapolis Park and Recreation Board

[REDACTED]

> [REDACTED]

>

>

> -----Original Message-----

> From: Carter [REDACTED]

> Sent: Thursday, July 25, 2024 2:53 AM

> To: Hudek, Madeline [REDACTED]; Christensen, Carrie A. [REDACTED];
Shaffer, Elizabeth A. [REDACTED]

> Subject: [External]Midtown Greenway Regional Trail Plan

>

> [External] This email originated from outside of the Minneapolis Park & Recreation Board. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

>

> Greetings,

>

> Quick point of inquiry for anyone of you when you have a moment.

>

> After a close reading of the regional trail plan (finally scanned the QR code on those yard signs on the greenway) there appear to be multiple mentions of the greenway becoming a transit corridor in the future (the intro and pages 55 and 59).

>

> I showed this to a few friends - who know and love the pedestrian infrastructure that sets our city apart - and we all had the same question.

>

> Is anyone really, truly proposing placing light rail alongside the pedestrian and cycling path of the greenway?

>

> It seems that most of the plan's guiding principles are in support of a truly pedestrian space that emphasizes a connection to neighborhoods and communities and enhancing the natural landscape.

>

> It's a little troubling to think we would rip up the greenway and surrounding environment to put any form of rail back into the corridor. It would be crowded and loud and shut the greenway down for years and for lack of a better term just kill the vibe. Whether you're a fan of light rail or not we've seen what happened to the cedar lake trail between the lakes and downtown. It went from a beautiful, calm path through old forests to clear cut for light rail. There was a real loss there.

>

> Are plans to put light rail along the greenway in motion as we speak?

>

> Is anyone advocating for the greenway to stay a mellow, pedestrian only path?

>

> Carter

>

From: [Jeffrey Carlson](#)
To: [Hudek, Madeline](#)
Cc: [REDACTED] [Christensen, Carrie A.](#)
Subject: [External]Greenway Dreams
Date: Wednesday, July 3, 2024 2:13:41 PM
Attachments: [image001.png](#)

Some people who received this message don't often get email from jeff.carlson01@mpls.k12.mn.us. [Learn why this is important](#)

[External] This email originated from outside of the Minneapolis Park & Recreation Board. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Madeline!!

Thanks for all the work that has gone into the Midtown Greenway Plan. As you know, we lead bike rides with our Whittier students all summer long on the Greenway- it is a safe, peaceful ride and we are so grateful to be only two blocks away. Still....

With new, faster rapid bus transit coming to Lake Street, it seems like a great time to dream about what the greenway could look like if the WHOLE TRENCH were available.

We could plant 1000 trees. Finally, some shade on hot summer days!!! On hot days, it is brutal riding on the Greenway with zero shade, except the periodic bridges.

Let's create rain gardens. Already there are places where water wants to pool. We could have gorgeous plantings and restored habitat, plus quality water management.

Native plants galore - picture a sea of pollinator friendly plants billowing in the wind.

We could go bold - why not build townhomes directly into the southern hillside - eyes on the Greenway, expanded tax base, MORE HOMES when they are greatly needed!!!

The sky is the limit - if we open the whole Greenway,, now there is room for benches, splash pads, playgrounds, community gardens, fruit orchards, maybe even basketball hoops and skate parks.. Let the bike path meander through richly planted PLACES, not just a throughway. The Greenway could be an absolute gem, the envy of cities worldwide.

Where are the public officials who are on board with this idea??? I haven't met one yet. Maybe we will soon? If we are going to build transit, then let's get moving. But if not, let's start DREAMING:)

Please let me know – is there any talk of scrapping the transit idea and opening the whole trench for a world class linear park? Or alternatively, is there any movement to build out transit soon?

Are there any particular public officials that are talking about this?

Thanks again for all your work and look forward to hearing from you.

Jeff “Nacho” Carlson, Coordinator
Whittier Community Education

[REDACTED]

[REDACTED]

[REDACTED]



Community Education

YOUTH & ADULT PROGRAMS

From: [Steve Kotvis](#)
To: [Hudek, Madeline](#); [Christensen, Carrie A.](#)
Cc: [Shaffer, Elizabeth A.](#)
Subject: [External]Feedback to Greenway Draft Plan
Date: Saturday, June 22, 2024 1:48:51 PM
Attachments: [Draft-Midtown-Greenway-Regional-Trail-Plan_web.pdf](#)

[External] This email originated from outside of the Minneapolis Park & Recreation Board. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I am excited about the involvement of the MPRB in the process of being a part of the Greenway. In lieu of the survey form, please accept my input to the draft plan as embedded comments in the plan. Hope this works for you. Happy to discuss any clarification as needed.

Thank you,
Steve Kotvis

Community Context

Several prominent north/south streets intersect with the Greenway, such as Bloomington, Chicago, Hennepin, Hiawatha, and Lyndale Avenues. Notably, the eastern segment of the Greenway, beyond Hiawatha Avenue, exhibits a less dense residential pattern, marked by fewer multifamily units and a substantial allocation of land to industrial uses.

The Greenway serves as a vital connection within a diverse community, spanning a wide range of ethnicities and economic backgrounds. "FIGURE 3: Demographics" illustrates the demographic makeup of the Greenway adjacent neighborhood areas in comparison to the Twin Cities region. This corridor acts as a unifying bridge, bringing together residents from various income brackets across Minneapolis neighborhoods.

Significant racial and ethnic segregation is evident along the corridor. In areas adjacent to the Chain of Lakes and Mississippi River, people of color constitute less than 10% of the population. In contrast, the Phillips, Central, and Powderhorn neighborhoods boast a much higher representation, with people of color accounting for up to 87% of residents (see "FIGURE 5: Corridor Population Percent People of Color"). A parallel trend emerges in income distribution, with median household incomes along the Midtown Corridor ranging from as high as \$209,000 to as low as \$14,700, compared to the citywide median of \$62,583 for Minneapolis as a whole (see "FIGURE 6: Corridor Household Median Income").



Image of Midtown Greenway
Photo credit: The Greenway Guy



Image of CEPRO Site
Photo credit: Philip Hussong, courtesy Hennepin County



Image of Midtown Greenway
Photo credit: Phillip Hussong, courtesy of Hennepin County

FIGURE 7: PROJECT STAKEHOLDERS

Project Stakeholder	Outreach: How will you reach out to the stakeholder?	Engagement: How will they participate?	Reflecting Back: How will Stakeholder groups be reflected back to about the project progress or outcomes?
Neighborhood Organizations	At key project milestones, presentations to resident boards and share out news alerts with neighborhood newspapers and social media	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Advocates for People Experiencing Homelessness	Interviews and Operations Workgroup/TAC	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Community Organizations and Activists working on Reimagining Lake Street post-unrest and uprising	Review recommendations from community	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Residents along Greenway	Signage on greenway, at key project milestones, presentations to resident boards and share out news alerts with neighborhood newspapers and social media	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Cyclists and Pedestrians and Advocates	BAC and PAC, (Hennepin and City) meeting presentations, project website, news releases, and signage on greenway (Move MN, Our Streets, Midtown Greenway Co.)	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
New or Potential Park Users	Project website, news releases, and signage on greenway and multilingual outreach	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Partner Agencies (Green Zone, Greenway Lake Street Partnership, City, County)	Attend meetings, project website	Input on key operations and design decisions	Circle back online with final plan when adopted by MPRB and Met Council
Local Businesses	Reach out to local business associations like LSC, Midtown Business Assoc., Longfellow Business Assoc., and NDC via email and website and meetings	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council

Trail Plan Overview

Maps contained in this chapter illustrate the current land ownership along the Midtown Greenway Regional Trail, and highlight connections to local trail networks, existing amenities, street crossing treatments and recommendations for future improvements. Improvements are shown both in focused amenity zone locations, as well as all of the regional trail.

Guiding Principles

The following principles were used in developing recommendations for this plan. They should also be used, as applicable, during implementation of the plan.

- Incorporate wayfinding for a multi-lingual and multi-generational audience.
- Design and install amenities in collaboration with agency partners to ensure sustainable maintenance.
- Implement a unified design approach to trailside amenities to foster a consistent character for the trail corridor
- Include tree planting and green infrastructure to enhance ecological benefits along the trail corridor.
- Provide equitable access to parks and trails across Minneapolis
- Center sustainable and resilient design throughout the corridor

Amenity Zone Overview

The term “amenity zone” along the trail denotes a designated area that offers various amenities or facilities for the convenience and enjoyment of trail users. These amenities are intended to enhance the overall experience of individuals using the trail for recreation, exercise, or transportation. Features in an amenity zone vary depending on its location. Common amenities include informational and wayfinding signage, refuse and recycling bins, and benches. The MPRB is responsible for capital improvements within designated amenity zones, with the ownership and operations being the responsibility of others when amenities are not located on MPRB land. Amenities within each amenity zone will be constructed and installed in a unified timeline and approach. Each zone will be completed as a set of improvements.

Within the Midtown Greenway Regional Trail boundary, certain amenity zones are located in areas either currently under planning by other agencies or in areas with MPRB approved plans. These designated zones are indicated on the trail segment maps, and the implementation of amenities will align with the specifications outlined in those plans.

FIGURE 11: WAYFINDING/SIGNAGE CONCEPTS FROM THE 'MAKING THE CONNECTIONS' PLAN

Source: Midtown Greenway Making the Connections Plan

Trail Plan Content

The Midtown Greenway has undergone extensive planning and the trail maps presented in this chapter visually represent the comprehensive planning initiatives undertaken. Recommendations for future improvements are shown along the entire regional trail, however trailside amenities in amenity zones or wayfinding/signage and ecological enhancement throughout the regional trail boundary are the only areas and amenity types that will receive regional capital funding. These improvements are grouped into four key areas: wayfinding/signage, accessibility/safety, transit connections, and ecological enhancement areas.

To enhance clarity, comprehensive definitions and additional information about these proposed enhancements are included to facilitate a better understanding of the trail plan maps and the recommendations outlined for the Midtown Greenway Regional Trail.

Wayfinding/Signage

The 'Making the Connections' plan proposed a wayfinding system to better connect the Midtown Greenway with adjacent residential and commercial areas. The plan provided highly visible branded elements as part of a signage system to orient visitors to destinations, bikeways and community spaces. Components of the system included signage, map kiosks and vertical markers in a consistent green

color (see "FIGURE 11: Wayfinding/Signage Concepts from the 'Making the Connections' Plan"). Although locations were recommended, development of the style, materials, messaging and branding will be necessary. Proposed locations for key wayfinding are shown in the trail segment maps.

Signage will identify the various neighborhoods that the Midtown Greenway transects, from Bde Maka Ska through East Isles, Lowry Hill East, Whittier, Powderhorn, Phillips (East, West, Central), Longfellow and Cooper to the Mississippi River. Each area boasts distinct destinations and local businesses poised to gain from the substantial customer base the adjacent Greenway could offer—with wayfinding designed to guide individuals on where to go and how to reach their destinations.

Efficient placement of signage is critical to a simple and understandable wayfinding system. Too much can create visual clutter, while too little can lead to gaps in the system. Wayfinding improvements should also help improve access to the regional trail for diverse users across language, age, and literacy, and take a culture-lead approach through graphic and welcoming queues to accessing the Greenway.

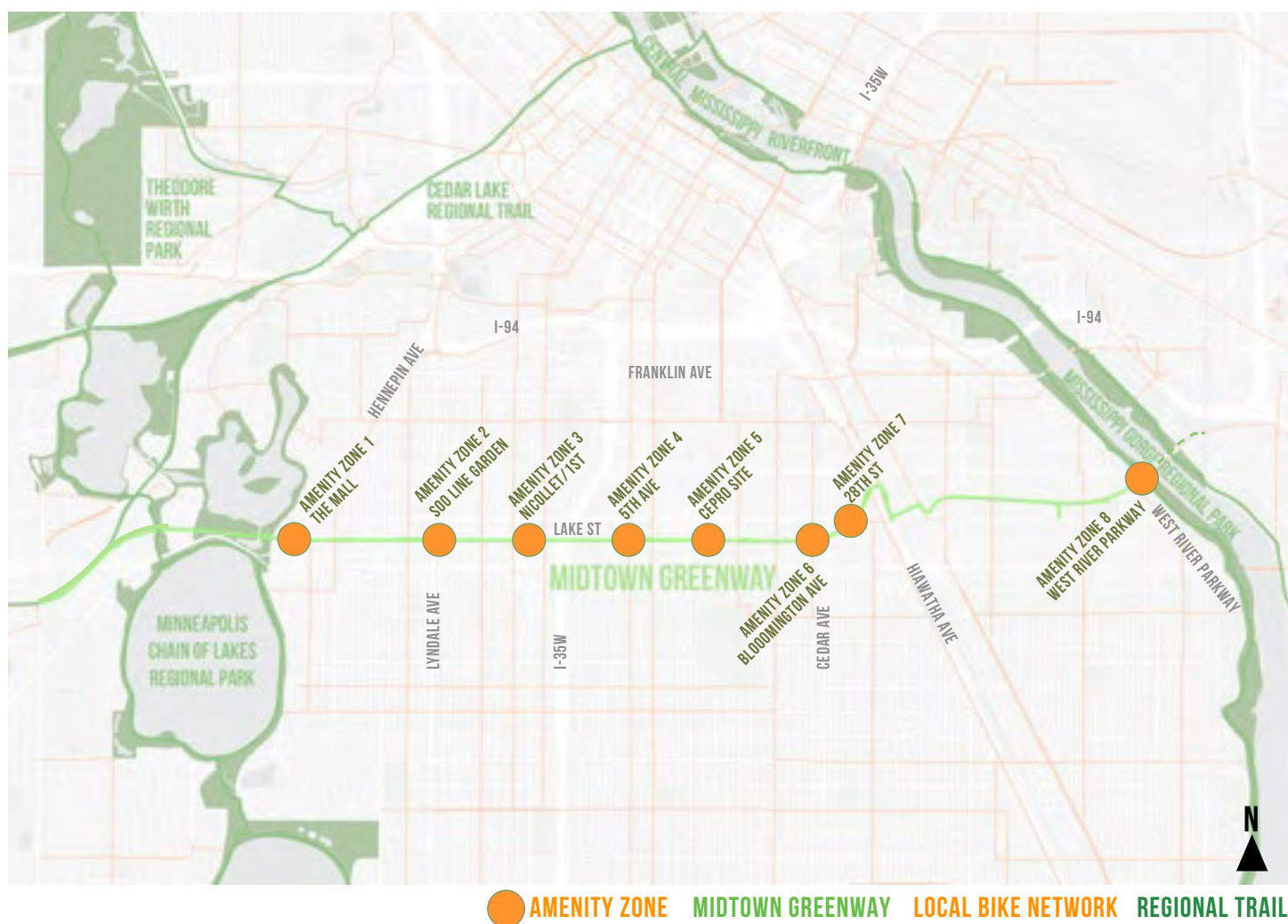
Safety/Accessibility

Safety on the Midtown Greenway refers to measures and infrastructure, proposed in previous planning efforts, to ensure the well-being of users. This includes

Trail Segments and Amenity Zones

Trail segment maps featuring proposed improvements are shown in "FIGURE 14: Segment 1 - Midtown Greenway Regional Trail" on page 32 through "FIGURE 37: Segment 11 - Midtown Greenway Regional Trail" on page 49. The locations of amenity zones are indicated in "FIGURE 13: Amenity Zone Locations" on page 31. Detailed information about each amenity zone can be found in the figures following the trail segment in which it's located.

FIGURE 13: AMENITY ZONE LOCATIONS



The Minneapolis Park and Recreation Board Midtown Greenway Regional Trail Plan IN SCOPE AMENDMENTS

In order to address those themes that are in scope and would have an impact on the design, MPRB staff has compiled a list of general amendments that could be made to the Midtown Greenway Regional Trail Plan by the MPRB Commissioners. The In Scope Amendments below include the basic language and map changes that would be required to modify the plan. Thirty-two unique amendments are included as a menu of options for the Board of Commissioners. The Amendments are referenced in the Comment Theme Summary. Should the Board approve any of these amendments, it may still concurrently approve the regional trail plan as a whole. MPRB Planning staff will modify the plan before the final document is posted online and in project files.

POTENTIAL AMENDMENTS

#	Theme ID#	Theme	Plan Modifications
A	1-02	Suggestion for a plaza at Bryant Avenue	· Revise text and graphics to add an amenity zone near Bryant Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
B	1-03	Suggestion to add bike repair station along the Greenway	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
C	1-04	Suggestion to add bike parking along the Greenway	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
D	1-05	Suggestion to add drinking fountains along the Greenway	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
E	1-06	Suggestion to add outdoor fitness equipment	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
F	1-07	Suggestion to add grills	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
G	1-08	Suggestion to add picnic tables	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
H	1-09	Suggestion to add warming shelters	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
I	1-10	Suggestion for additional trash cans	· Revise text and graphics to remove the 3 additional amenity zones added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.

POTENTIAL AMENDMENTS			
#	Theme ID#	Theme	Plan Modifications
J	1-11	Suggestion for expanded size of Amenity Zone 8	· Revise map with Amenity Zone 8 to return it to draft plan shape.
K	1-12	Suggestion to add urban agriculture zones	· Revise text to add to list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
L	1-13	Suggestion for bike skills features along the Greenway.	· Revise text to add to list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
M	1-14	Suggestion to add a performance stage in the Bloomington Amenity Zone	· Revise text to add to list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
O	1-16	Suggestion to add restrooms along Greenway	· Revise text to add to list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
P	1-17	Suggestion for additional seating	· Revise text and graphics to remove the 3 additional amenity zones added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
Q	1-19	Suggestion to add more access points	· Revise text to include guidance to assess the possibility of additional access points in the future.
R	1-25	Suggestion to add an amenity zone east of 28th St	· Revise text and graphics to remove the 2 additional amenity zones east of 28th St added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
S	1-26	Suggestion for an amenity zone at Minnehaha Ave.	· Revise text and graphics to add an amenity zone near Minnehaha Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
T	1-27	Suggestion for an amenity zone by 35W	· Revise text and graphics to add an amenity zone near Stevens Avenue/35W. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
U	1-28	Suggestion for an amenity zone on the east side of the Sabo Bridge	· Revise text and graphics to remove the Hiawatha Avenue amenity zone added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
V	1-29	Suggestion for an amenity zone at Brackett Park	· Revise text and graphics to remove the Brackett Field amenity zone added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
W	1-30	Suggestion for an amenity zone at 13th Avenue	· Revise text and graphics to add an amenity zone near 13th Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.

POTENTIAL AMENDMENTS			
#	Theme ID#	Theme	Plan Modifications
X	1-31	Suggestion for an amenity zone at Park/Portland	· Revise text and graphics to add an amenity zone near Park/Portland Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
Y	1-32	Suggestion for an amenity zone at Bryant	· Revise text and graphics to add an amenity zone near Bryant Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
Z	1-33	Suggestion for an amenity zone on the western end of the trail	· Revise text and graphics to remove the West Lake amenity zone. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
AA	1-34	Suggestion for an amenity zone at 26th Ave.	· Revise text and graphics to add an amenity zone near 26th Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
BB	1-35	Suggestion for an amenity zone at 27th Ave.	· Revise text and graphics to add an amenity zone near 27th Avenue. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
CC	1-36	Concern related to the gap in amenity zones on the eastern end of the trail boundary	· Revise text and graphics to remove the 2 additional amenity zones east of 28th St added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
DD	1-37	Opposition to Amenity Zone 6	· Revise text and graphics to remove the Bloomington amenity zone. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
EE	1-38	Opposition to quantity of amenity zones	· Revise text and graphics to remove the 3 additional amenity zones added to the final plan. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
FF	1-39	Opposition to land acquisition	· Revise text and graphics to remove the potential land acquisition area.
GG	n/a	Add land acquisition area east of Sabo Bridge	· Revise text and graphics to add the land owned by Metropolitan Council east of the Sabo Bridge to the Acquisition section of the plan.

The following amendments were selected from the Potential Amendments list (Attachment E) by MPRB Commissioners and passed as part of Resolution 2024-224 at the Planning Committee meeting on November 20, 2024.

#	Theme ID#	Theme	Plan Modifications
H	1-09	Suggestion to add warming shelters	· Revise text to remove from list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
O	1-16	Suggestion to add restrooms along Greenway	· Revise text to add to list of possible low cost amenities. · Revise average cost per amenity zone total. · Revise overall cost estimate total.
GG	n/a	Add land acquisition area east of Sabo Bridge	· Revise text and graphics to add the land owned by Metropolitan Council east of the Sabo Bridge to the Acquisition section of the plan.



Resolution 2024-226

RESOLUTION APPROVING THE FINAL CONCEPT PLAN FOR THE EAST SIDE OF ELLIOT PARK

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of the Minneapolis park system;

Whereas, MPRB was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

Whereas, MPRB owns and operates Elliot Park in downtown Minneapolis;

Whereas, The Board of Commissioners approved the Elliot Park Plan as part of the Downtown Service Area Master Plan in 2017;

Whereas, MPRB has allocated NPP20 funds, Capital Levy funds, and Dibble-Hornstein Parkland Dedication funds to park and playground improvements on the east side of Elliot Park;

Whereas, Staff engaged the community around capital improvements through two separate engagement phases between January of 2024 and October of 2024, resulting in a final concept plan for Elliot Park that aims to activate and address safety concerns on the east side of the park;

Whereas, The Preferred Concept Plan is aligned with the recommendations and plans approved in the Downtown Service Area Plan; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 3: "Provide core services with care" and Goal 5: "Expand focus on health equity;"

RESOLVED, That the Board of Commissioners approves the concept plan for the east side of Elliot Park;

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Planning Committee

FROM: Michael Schroeder

DATE: 20 November 2024

SUBJECT: RESOLUTION APPROVING THE FINAL CONCEPT PLAN FOR THE EAST SIDE OF ELLIOT PARK

BACKGROUND

This resolution considers the approval of the Elliot Park Preferred Concept Plan (*Attachment A*) in Downtown Minneapolis, which finalizes a design for the east side of the park.

Elliot Park sits adjacent to two high-traffic streets to the north and east (8th Street and 11th Avenue South, respectively), 9th Avenue and Elliot Avenue South to the west, and East 14th Street to the south. The location of this neighborhood park is unique to many other neighborhood parks in the Minneapolis Park and Recreation Board (MPRB) system as it is located within the downtown urban core, is situated adjacent to high traffic streets, and a high number of institutional and civic buildings are located on adjacent blocks. Neighboring businesses include North Central University, Catholic Charities, and several hospital buildings. Unlike many neighborhood parks that primarily serve neighboring residents, this park serves both residents and visitors from these different institutions alike.

In 2017, MPRB approved the Downtown Service Area Master Plan (DSAMP), which included a proposed plan for Elliot Park (*Attachment B*). The Elliot Park plan outlined in DSAMP proposed retaining the athletic field, skatepark, and basketball court and proposed several improvements to the East side of the park including:

- An addition to the Recreation Center,
- A community garden,
- Moving the playground and wading pool closer to the southeast side of the Recreation Center, and
- Providing an “activity space” in place of the former playground.

In recent years, Elliot Park has experienced an increase in crime and drug use on the East side of the park. It is now one of the parks with the highest crime rates in the MPRB system. These increased crime rates have unfortunately deterred many park users from visiting the East side of the park, which is why this area has been the focus of MPRB staff’s engagement now that funding is available.



MPRB staff began having internal conversations about the park's safety issues in 2023. In January of 2024, when Planning staff began work on the park design, relationship building started by joining Elliot Park Neighborhood Incorporated (EPNI), Elliot Park Coalition meetings to join in the discussion around safety. Alongside attending coalition meetings and one-to-one meetings with coalition partners, Planning staff also regularly met with Community Connections and Violence Prevention, Park Police, Recreation, and other agencies and departments who had experiences and feedback to share regarding the current safety situation at the park. These discussions kicked off some temporary safety strategies that were implemented alongside the park engagement throughout Summer of 2024.

MPRB staff led two rounds of engagement for the park design. The first phase (Visioning) was completed between January and July of 2024. During Phase 1, Planning staff hosted, collaborated, and attended over two dozen engagement events, which included partner meetings, safety forums, tree planting events, bi-weekly Coffee in the Park events, and large community gatherings like the Summer BBQ and Jazz in the Park. Staff also worked with community partners, such as Aeon and Augustana, to host focused conversations with their stakeholders. Audiences that MPRB spoke with included: youth, elders/seniors, residents where English is not the first language, students, people who live in the neighborhood and people who visit the park.

Temporary safety strategies included adding additional lighting to the park perimeter, installing signage prohibiting alcohol in the park, and a temporary art installation on the storage container at Elliot Park. These improvements were intended to help change the current culture of illicit activity at the park and also to respond to the community and park police concerns even before the construction began.

Over the course of Phase 1, Planning staff spoke with hundreds of community members. The top themes that were identified during engagement included:

- A Need for Increased Safety: many people reported that regardless of adding new amenities, if there continued to be illicit activity in the park, they would not visit the park;
- Support/Desire for Increased Programming: Many people reported a desire for more events and ways to positively interact with the park;
- Desire for Public Art at the Park: Many reported a desire; and
- Support for 2017 DSAMP changes: most residents generally supported what was already shown in the approved plan from the 2017 Downtown Service Area Master Plan.

Three design options were released in August of 2024, which kicked off Phase 2 engagement. The three design options strongly aligned with the feedback heard from community members during Phase 1, including addressing safety concerns through a number of different design and program options. One item that MPRB staff did not include in the three designs, but which came up a



number of times during engagement, was a desire to add a dog park at this location. MPRB staff chose not to include a dog park at this location for two reasons (1) There is already a dog park located a few blocks away from this location, and (2) Staff learned from elders in the Somali community, who make up a sizable demographic of the residents in the neighborhood, that adding a dog park would keep them away and create a park at which they would not feel welcome.

Phase 2 feedback was collected between late August and early October of 2024 by hosting, collaborating, and attending similar events and meetings as provided in Phase 1. A final design was released in late October at the Elliot Park Community Safety Forum.

The final concept (*Attachment B*) includes:

- Retaining elements from the 2017 DSAMP plan, such as:
 - o Central lawn area for programming and informal field;
 - o Relocating the playground to the southeast corner of the park. The playground will be adventure-style and be inclusive for all ages and abilities;
 - o Retaining the basketball court.
 - o Removing the wading pool and replacing with a splash pad/water feature;
- Some new amenities and safety strategies that have been added include:
 - o A performance/stage area;
 - o A multi-court space/plaza on the east side of the Recreation Center;
 - o Fitness equipment;
 - o Relocating paths and reducing paths to formalize how people move in and out of the park;
 - o Ornamental fencing;
 - o Adding additional windows to the rec center so that staff have easy views to the outside;
 - o Additional lighting and art infrastructure to beautify and light up the park;
 - o Rethinking seating and gathering spaces;
 - o Adding ornamental planting beds and irrigation;
 - o The parking lot is proposed to be narrowed to one access point to meet ADA standards;
 - o Adding ambient music to areas that may not be programmed; and
 - o An addition to the existing skatepark.

It's possible that some elements may be phased out and implemented at a later time due to budget constraints.



FUNDING

Sources		\$3,210,789.50
Neighborhood Capital Levy	\$250,000.00	
NPP20	\$1,493,000.00	
Neighborhood Capital Levy (Playground Improvements)	\$390,000.00	
Dibble-Hornstein Parkland Dedication funds	\$1,077,789.50	
Uses		\$293,750.00
Design Team, Civil, MEPT	\$196,000	
Geotechnical and Environmental Investigations	\$15,750.00	
Project Management, Community Engagement, and Administration	\$82,000.00	
Remaining Balance for Construction		\$2,917,039.50

Note: Approval of this concept plan, when implemented, will add to the overall maintenance and operational costs for Asset Management. Added park features shown in this plan were identified in the approved Downtown Service Area Master Plan. New Park Features include:

- *Fitness equipment*
- *Performance stage*
- *Plaza/multi-sport court area*
- *Ornamental fencing*
- *Additional lighting and/or public art*
- *Skatepark expansion*
- *Ornamental planting beds and irrigation*

Recreation staff have not identified a need for additional staff with the new amenities, but it is anticipated that there will be additional maintenance needed to support the new improvements. Maintenance staff will continue to be consulted throughout the construction phase to ensure maintenance capacity and needs are considered, and if needed, identified for system equity investment.

PREVIOUS BOARD ACTIONS

November 30, 2017	Approval of the Downtown Service Area Master Plan
January 24, 2024	Resolution 2024-3: Elliot Park Playground and Park Improvements CE Assessment and Plan

RECOMMENDATION



Staff recommends approval of the concept plan for the east side of Elliot Park.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal:

03. Provide core services with care

Strategy:

3.11: Design and implement parks that are welcoming, climate resilient, ecologically healthy, playful, beautiful and safe as they age.

05. Expand focus on health equity

5.1: Increase safety at parks through multiple strategies, specifically: master planning and design; activation, including by partners; lighting that balances safety and light pollution; security cameras, with consideration of the balance between safety and identity protection; enhanced technology for crime prevention, intervention and investigation; data-informed decision-making; culturally sensitive safety practices; staff visibility at parks; and response and intervention plans for mental health crises in parks.

05. Expand focus on health equity

5.11: Encourage and support healthy play for all ages and abilities.

Attachments:

1. Attachment A - Elliot Park Final Concept
2. Attachment B - Elliot Park Community Engagement Plan

ELLIOT PARK

final design concept:

The Final Design Concept brings activation, art, and amenities to the center of the east side of the park that is all surrounded with an ornamental fenced landscaping around the edges. In the center, a flexible lawn or performance area has been proposed, allowing for formal events like concerts and movies, and also allowing for informal games such as soccer warm up or catch. A patio and flex sports plaza area has been added near the building, allowing for space for indoor programming to easily be brought outside to the park. The flexible space would be hardscape could be stripped for games like pickleball or basketball, and also allow for flexible furniture depending on the programming. In place of the existing wading pool, a splash pad has been proposed near the basketball courts, along with a patio on the north side of the park; this creates an activation hub, complete with the potential for food trucks at lunch.

The playground has been moved to the south side of the park, closer to the building and parking. The playground proposed to be more inclusive for all ages and abilities. The playground can be a mix of adventure style and art to create a unique destination on the east side. This design proposes adding windows to the east side of the rec center, so that staff have eyes-on-the-street from inside of the building. Access paths into the park have been reduced, but the paths still generally retain their current configuration. The parking lot is proposed to change to one access point and update to meet ADA standards.

This design encourages park visitors to let their imagination run wild, incorporating possibilities like concrete that lights up at night, community murals that could be painted on flat surfaces like the building wall or basketball court.



Glowing Aggregate Pathway



Catenary Lighting



Future Skate Extension



Outdoor Fitness



Ornamental Fencing



Splashpad



All Inclusive Playground

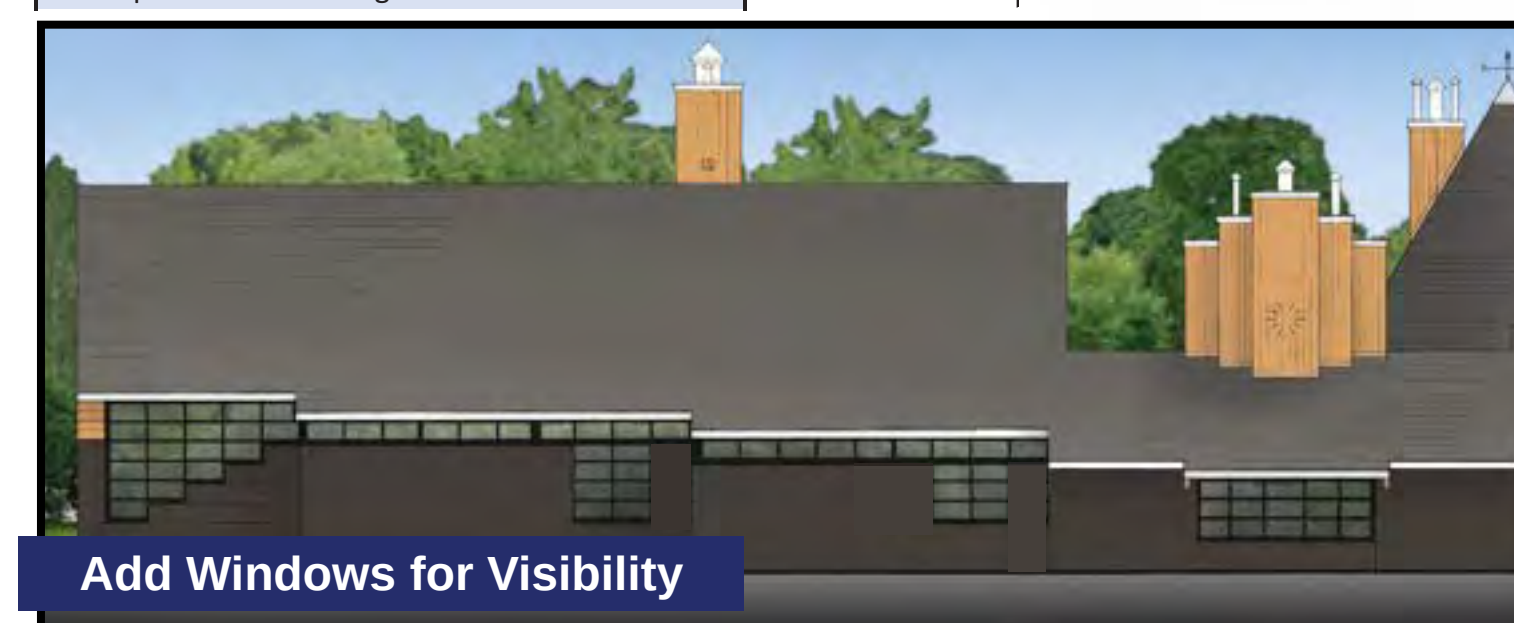


Sculptural Playground



Platform/Stage

Safety Strategies	Final Concept
Ornamental Fencing (less than 4 feet)	✓
Reduce Access Points	✓
Increase Lighting along walkways	✓
Increase Lighting in gathering areas	✓
Flexible/movable seating	✓
Reduce Berms/Add visibility	✓
Live Monitoring Cameras	✓
Add Windows for viewing the park (Future Phase)	✓
Add garage door to open bldg to park	✓
Landscape Plantings (prevent walking/sitting)	✓
Add Signage and Programming Schedule Times	✓
Permanent Garbage Can Locations	✓
Ambient Music	✓
Landscape and Garden Irrigation	✓



Add Windows for Visibility

- Open / Flex Lawn
- Outdoor Yard Games
- Patio / Flex Seating
- Parking
- Playground
- Splashpad
- Art / Sculpture
- Basketball Court
- Music / Stage
- Outdoor Fitness
- Skate Loop
- Food Truck
- Plantings/Pollinator Gardens
- Ornamental Fencing



Date of Board P+C: 2/07/2024

Date of Board Approval (for CAC's only): NA

Date of Most Recent Update: 11/06/2024

Staff Lead: Emma Pachuta/Michael Jones

Department or Division: Planning

Project Name: Elliot Park Playground and Park Improvements Planning Process

Engagement Level: Consult, Involve, or Partner (*See Engagement Assessment attached*)

This plan serves as a guide for the community engagement process for the *Elliot Park Playground and Park Improvements Plan*. The plan may be modified as circumstance warrants during project duration. Substantial modifications are to be communicated to stakeholders and the MPRB Board of Commissioners.

As required by the Minneapolis Park and Recreation Board Community Engagement Policy, this project requires a Community Engagement Plan because the project falls under the *consult* category of community engagement for which MPRB is required to obtain stakeholder feedback on project, initiative, or program analysis, alternatives, or decisions. This CE Plan was used with a GARE Racial Equity Tool Kit framework.

Key Stakeholders should be engaged in the creation of this plan. Please explain who was engaged:

Staff plans to work with the Elliot Park Neighborhood Inc. (EPNI) to engage with and identify stakeholders as the project moves forward. The Elliot Park Coalition will also be engaged and includes:

- EPNI
- East Town Business Partnership (ETBP)
- North Central University (NCU)
- Catholic Charities – Twin Cities
- Hennepin County Medical Center (HCMC)
- Hope Community Church
- Aeon
- Bethlehem Baptist Church
- Minneapolis Police Department (MPD)
- MPRB Park Police and Rec staff

Additional community partners may be identified as the process moves forward.

This plan may also be informed by agency partners whose jurisdiction overlaps with or is adjacent to Elliot Park, including:

- City of Minneapolis
- Metro Transit

- Hennepin County

Engagement will respond and adapt to community and partner feedback throughout the process.

1. Project Description

1a. Project Overview:

The Elliot Park Playground and Park Improvements planning work will build upon the vision outlined for Elliot Park within the 2017-approved Downtown Service Area Master Plan. A Community Advisory Committee (CAC) was created and made final recommendations on the plan at that time.

The scope of the project includes specific funding for playground improvements and funding to support additional improvements on the east side of the park. Based on the existing safety concerns at the park that have risen over the last couple of years, staff anticipate improvements will focus on ways to activate the park and increase safety for park users, and community engagement will ultimately inform what improvements move prioritized.



Elliot Park Engagement and Project Area Scope

The park sits adjacent to two high-traffic streets to the north and east (Olson Memorial Hwy and 11th Ave S respectively), 9th/Elliot Ave. S to the west, and E 14th Street to the south. The location of this

neighborhood park is unique to many other neighborhood parks in the MPRB system as it's located within the downtown urban core, is situated adjacent to high traffic streets and a high number of institutional and civic buildings located on adjacent blocks. Neighboring businesses include North Central University, Catholic Charities, and several hospital buildings. Unlike many neighborhood parks that primarily serve neighboring residents, this park serves both residents and visitors from these different institutions alike.

The Elliot Park Plan outlined in DSAMP proposed retaining the athletic field, skatepark, and basketball court and proposed a number of improvements to the east side of the park that include:

- An addition to the rec center
- A community garden
- Moving the playground and wading pool closer to the rec center
- Providing an “activity space” in place of the former playground



Figure 1.24 Elliot Park Proposed Plan

Since DSAMP's adoption in 2017, improvements have been made to the athletic field and skatepark on the west side of the park. These amenities have positively activated the space and are well used and loved by park users.

In recent years, Elliot Park has experienced an increase in crime and drug use on the east side of the park. It is now one of the parks with the highest crime rates in the MPRB system. These increased crime rates have unfortunately deterred many park users from visiting the east side of the park, which is why this area will be the focus of MPRB staff's engagement now that CIP funding is available.

MPRB staff will use the 2017 Elliot Park plan as the foundation for the improvements and will work to engage residents and park users about their concerns and ideas for how to improve safety and activation on the east side of the park, including the playground improvements.

1b. MPRB Outcomes *(What goals, strategies, or values in the MPRB Comprehensive Plan does this project, program, or initiative relate to?):*

Goal 3: Provide core services with care

- Strategy 11: Design and implement parks that are welcoming, climate resilient, ecologically healthy, playful, beautiful and safe as they age.
- Strategy 20: Prevent violence and mitigate impacts on public health, perceptions of safety and safety in the park system through multiple models of community safety and harm reductions.

Goal 5: Expand focus on health equity

- Strategy 1: Increase safety at parks through multiple strategies, specifically:
 - o Master planning and design;
 - o Activation, including by partners;
 - o Lighting that balances safety and light pollution;
 - o Security cameras, with consideration of the balance between safety and identity protection;
 - o Enhanced technology for crime prevention, intervention and investigation;
 - o Culturally sensitive practices;
 - o Staff visibility at parks; and
 - o Response and intervention plans for mental health crises in parks.

1c. Project Timeline:

Winter 2023: Initial project scoping

Spring 2023-Summer: Community engagement with stakeholder and residents

Summer 2023: Determination of priority improvements for current funding

1d. Project Funding:

<u>Capital Sources</u>	<u>Amount</u>	<u>Expiration</u>
Neighborhood Capital Levy	\$250,000	none
NPP20	\$1,493,000	none
Neighborhood Capital Levy (Playground Improvements)	\$390,000	none
TOTAL	\$2,133,000	

It's possible that Park Dedication may also be used if additional funding is needed for improvements, but that would be determined in partnership with EPNI. Discussions about this have not taken place at this point in time.

2. Project Data:

2a. What are the boundaries of the community engagement area? *(For regional facilities include neighborhoods adjacent to the park and city/regional boundaries.)*

Elliot Park exists entirely inside the Elliot neighborhood. The focus of community engagement will consist of residents and businesses within the boundaries of the neighborhood.

2b. What are the demographics of the community engagement area? *(Please refer to percentages of the population when possible and note the sources of the data.)*

As of 2020, there were over 7,500 residents living in the neighborhood.

Regional race and ethnicity (Met Council 2020):

- White 56.9%
- Of color 41.4%
 - Black or African American alone 27.1%
 - American Indian and Alaskan Native alone suppressed*
 - Asian or Pacific Islander alone 5.7%
 - Two or more races 3.4%
- Hispanic or Latino (of any race) 5.0%

**Data suppression is used whenever there is chance that the information contained in a publicly available report could be used to reveal or infer the identities of specific individuals*

About 8% of the Elliot Neighborhood population is under 18 years old, whereas 77% of the residents are between the ages of 18-64. The average percentage of residents under the age of 18 in Minneapolis is ~25%, so there are a lot less youth who live in Elliot Park than other neighborhoods.

Almost 17% of residents in the neighborhood were not born in the United States, which is about twice the statewide average of 8%. Providing communications in languages that represent the community will also be an important factor in engaging with the neighborhood. Languages that have already been identified include Somali as there is a high population of East African residents living near the park.

About 78% of residents in the neighborhood live in a renter-occupied housing development. To be able to reach renters, it will be critical to connect with landlords and rental associations and community partners to ensure we connect with tenants.

Projections tell us that communities of color, youth, and seniors will double in current demographic percentages by 2040 (Thrive MSP 2040). Alongside the demographics of the neighborhood, this shift confirms how integral it is for MPRB to include a diversity of voices within the park planning processes.

2c. List any key findings or excerpts from relevant plans or policies that are informing this project, program or initiative, especially if community was engaged in the policy or plan: *The purpose of community research is to collect data that will best inform specific project decisions or strategic direction and support the policy goals of effective community engagement. Research completed in advance of and during project development may include review of previously completed directives or mandates, activity plans, master plans, community studies, industry trends and historical and demographic data. MPRB staff is responsible for determining the research data necessary to support and document decision-making for a project and building off prior community engaged planning, policy, and design.*

As outlined in the Project Overview, staff will use the Elliot Park plan adopted the 2017 Downtown Service Area Master Plan (DSAMP) as a starting point for engagement and improvement prioritization.

Staff have completed initial conversations with recreation staff and park police to acquire crime data and observations about the issues at hand. Planning staff have also begun having one-to-ones with community stakeholders and participating in bi-monthly Eliot Park Coalition meetings. A scoping document has been created by staff and is available by request.

2d. What are the data gaps? What additional research needs to be done to understand the project stakeholders and project scope?

Based on preliminary conversations, it's clear that there are differing perspectives from stakeholders about why crime has increased in the last few years and what solutions are needed to improve safety for park visitors. Listening and building authentic relationships will be integral to the success of this work. It will be important to continue to show up, build trust, and respond to feedback throughout the process.

3. Community Engagement:

The MPRB supports the use of a variety of techniques to interact with and obtain information from stakeholders. Outreach and research tools and methods can be applied for a variety of reasons, including but not limited to the following:

- a. Evaluate success and measure community impact of existing programs, services or facilities.

- b. Gain stakeholder insight and perspective regarding development of a new program, service or facility.
- c. Proactively identify or explore park and recreation trends or ideas.
- d. Determine essential services to be provided for a community or park area.
- e. Query stakeholders when proposing or revising policy.
- f. Resolve persistent conflicts or problems.
- g. Educate or inform the public on proposed changes, projects, programs, and initiatives.
- h. Reflect on projects, programs, and initiatives after adoption by the Board or report on how community input has been integrated.
- i. Learn the history of local context and community.

Project Stakeholder <i>(students, ethnic communities, neighborhood groups, community leaders)</i>	Outreach: How will you reach out to the stakeholder? <i>(i.e. go to parks, neighborhood listserv, engage with cultural media)</i>	Engagement: How will they participate? <i>(i. e. online survey, focus group, community open house, intercept survey)</i>	Reflecting Back: How will stakeholder groups be reflected back to about the project progress or outcomes? <i>(Posted on project website, ribbon cutting, e-blast, site visit, celebration)</i>
Current park users, which can include youth, cultural communities, organizations	Attend community events, present to neighborhood organizations, neighborhood listservs, flyering in the neighborhood	Online/paper survey, community open house, attend existing community events, focus groups	Website, direct email, GovDeliveries, news articles, flyers at community nodes
Local neighborhood organizations and community groups	Attend community meetings and events, neighborhood listservs	Online survey, possible community open house	Website, direct email, GovDeliveries, news articles
MPRB staff who work in the Elliot neighborhood	Connect with Rec Director to identify best process	Focus group, invite to attend community events	Direct email
Park Users	Go to parks/park events, MPRB listservs, social media	Online survey, in person survey at park events	Website, Gov deliveries, news articles
Non-park users	Connect with neighborhood groups to share through their networks	Focus group, online survey	Website, Gov deliveries, news articles
Cultural communities	Community partners with focused constituents	online survey	Direct communication with partners
Seniors/elders and disability community	Community partners with focused constituents	online survey	Direct communication with partners

Renters	Community partners with focused constituents	online survey	Direct communication with partners
Youth	Park-based youth programming	online survey	Share out with youth programming staff to share with groups

If needed, describe the outreach, engagement, or reflection methods you will use that are referenced above:

3b. Advisory Committees: Staff do not anticipate hosting a formal TAC for this work, but will reach out to adjacent agency partners as appropriate including:

Technical Advisory Committee: This roster is a list of agencies and groups that are on the TAC
The City of Minneapolis
Metro Transit
Hennepin County

Project Advisory Committee: This roster is a list of MPRB departments and divisions that are on the PAC
Community Connections and Violence Prevention
Strategic Planning
Design and Project Management
Forestry
Environmental Management
Recreation
Asset Management
Communications
Park Police

3c. Will a Community Advisory Committee be required for this project, program, or initiative? Y/N

If yes, complete 3d-3g. If no, please delete 3d-3g from the CE Plan. No, as previously mentioned, this work will be completed using the template from the 2017 DSAMP, which already had a formal CAC to advise on the final design.

3d. CAC Charge:

3e. CAC Composition Goals:	<i>Appointers and the CAC Selection Committee should appoint individuals that represent one or more of the identities/perspectives listed below to ensure diversity on the CAC. This is not an exhaustive or conclusive list, and categories should be based on self- identification, and not assumption.</i>
Racial/Ethnic Diversity	
Generational Diversity	
Socioeconomic Diversity	
Linguistic Diversity	
Diversity of interests	
Gender Diversity	
Other:	

[illegible][illegible]

4. Analysis:

4a. What questions will you be asking community to respond to in your outreach and engagement?

Do you currently visit Elliot Park?

- If yes, what activities/programs do you participate at the park?
- If no, is there a reason why you do not visit the park?

Do you feel safe when visiting Elliot Park?

- Why or why not?
- What could MPRB do help you feel safer when visiting the park?

What sort of activities would you like to see at Elliot Park?

What gaps or issues currently exist that you would like the MPRB to address?

What are the opportunities for improvement at Elliot Park?

4b. How will your community engagement outreach, engagement, and methods make MPRB a more equitable system?

Ensuring that we are being inclusive with the voices that are represented throughout the process will help the Park Board develop a plan for Elliot Park that elevates underrepresented voices and takes everyone's needs and interests into consideration.

4c. Identify one or more key project milestones when project evaluation will be performed (*i.e.*

Draft design review, draft policy review, project mid-point)

Milestone #1: Complete Engagement for upcoming Improvements (Summer 2024)

5. Evaluation Summary: *To be completed at one or more project milestones as identified in 4c.*

5a. Who was engaged during the process? (*i.e. demographic info from online survey participants, the CAC, and community engagement whenever possible. Refer back to Section 2 in the CE Plan and how your engagement reflects the diversity of the community in the engagement area.*)

MPRB staff began relationship building by joining EPNI Elliot Park Coalition meetings to learn about the community's concerns around safety. Planning staff also met with CCVP, Park Police, Rec, and other agencies/departments who had experiences and feedback to share regarding the current safety situation.

MPRB staff implemented two rounds of engagement. The first phase was a Visioning phase, completed from January 2024 – July 2024. During Phase 1, MPRB staff hosted, collaborated, and attended over two dozen engagement events, which included partner meetings, safety forums, tree planting events, bi-weekly Coffee in the Park events, and large community events like the Summer BBQ and Jazz in the Park. Staff also worked with community partners, such as Aeon, Augustana, and Catholic Charities to host focused conversations with their stakeholders. Focused audiences that MPRB spoke with included: youth, elders/seniors, residents where English is not their first language, students, people who live in the neighborhood, people who visit the park.

During Phase 1, Planning staff also supported a number of temporary safety strategies that were requested by park police and community, such as adding additional lighting to the park perimeter, adding signage prohibiting alcohol in the park, and a temporary art installation on the storage container at Elliot Park. These improvements were intended to help change the current culture of illicit activity at the park and also to respond to the community concerns even before the construction began.

Over the course of Phase 1, planning staff spoke with hundreds of community members. The top themes that were identified during engagement included:

- A Need for Increased Safety: many people reported that regardless of adding new amenities, if there continued to be illicit activity in the park, they would not visit the park
- Support/Desire for Increased Programming: Many people reported a desire for more events and ways to positively interact with the park
- Desire for Public Art at the Park: Many reported a desire
- Support for 2017 DSAMP changes: most residents generally supported what was already shown in the approved plan from the 2017 Downtown Service Area Master Plan.

Three design options were then released in late August, which kicked off Phase 2 engagement. The three design options strongly aligned with the feedback heard from community during Phase 1, including addressing safety concerns through a number of different design and program options. One item that MPRB staff did not include in the three designs, but which came up a number of times during engagement, was a desire to add a dog park at this location. MPRB staff chose not to include a dog park at this location for two reasons: 1. There is a dog park located a few blocks away from this location already and 2. Staff learned from elders in the Somali community, who make up a sizable demographic of the residents in the neighborhood, that adding a dog park would keep them away and create a park that they would not feel welcome at due to cultural differences and fear of dogs.

Phase 2 feedback was collected between late August and early October by hosting, collaborating, and attending similar events and meetings as Phase 1. A final design was released in late October at the Elliot Park Community Safety Forum.

5b. How did the engagement inform the project outcome? *(i.e. public tabulation and amendments following a public comment period)* The engagement with coalition partners and residents strongly informed the project outcomes.

5c. Please describe any new or innovative engagement methods used during the process: We collaborated with a number of partners, like Catholic Charities, Aeon, and Augustana, to host conversations with non-English speaking residents, folks who have experienced homelessness and/or drug addiction, and elders. Without these partnerships, it would have been difficult to have had in depth conversations with any of these demographics.

Implementing temporary safety strategies was also something that was a new strategy for staff working on this project.

5d. What recommendations do you have for future engagement around this topic, park, or area?

Partners were integral to completing engagement in Elliot Park. Staff learned that it was very difficult to get people to turn out for a standard open house or event hosted by MPRB in the Elliot Park neighborhood. The best way to engage was to meet people where they were at by showing up at their place of residence and having a community partner help market the event.

5e. What, if any, were the unintended outcomes of your CE Plan? N/A

5g. Were there any barriers to successful implementation of your CE Plan? Our engagement took longer than anticipated due to the need to work with partners and host events at their locations.

5h. Were you adequately resourced, including staff support, expertise, and funding? Yes. Having CCVP staff as a resource was invaluable on this project.

5i. If applicable, how can this project, program, or initiative, or MPRB continue to partner and deepen relationships with underrepresented communities? Even after planning staff wrap up the construction work, it will be important for rec staff, park police, CCVP, and other long-term department partners to continue to show up in the neighborhood. Currently, all listed departments have been great resources with continued presence in the community.



Resolution 2024-220

RESOLUTION APPROVING AMENDMENT NO. 6 TO LICENSE AGREEMENT L-304 WITH STATE OF MINNESOTA, DEPARTMENT OF PUBLIC SAFETY, FOR OFFICE SPACE FOR MINNESOTA STATE PATROL AT MPRB HEADQUARTERS BUILDING, 2117 WEST RIVER ROAD

Whereas, The Minneapolis Park and Recreation Board (MPRB) was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

Whereas, MPRB owns and operates the Mary Merrill Headquarters Building at 2117 West River Road, Minneapolis, MN;

Whereas, MPRB licenses office space, specifically that workspace occupied by the Park Board's Park Safety and Security Department, to the State of Minnesota, Department of Public Safety, State Patrol, pursuant to License Agreement L-304 (License) executed by MPRB on February 13, 2012, for a term of one year (*Attachment A*);

Whereas, The License has been amended multiple times, most recently to extend its term to expire on January 31, 2025 (*Attachment E*);

Whereas, MPRB desires to amend the License to extend it for an additional three-year term, to expire on January 31, 2028 (*Attachment F*); and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 3: "Provide core services with care" and Goal 4: "Work from our strengths and determine our role in partnerships;"

RESOLVED, That the Board of Commissioners approves Amendment No. 6 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for office space for Minnesota State Patrol at MPRB Headquarters Building, 2117 West River Road, Minneapolis; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Planning Committee

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 20 November 2024

SUBJECT: RESOLUTION APPROVING AMENDMENT NO. 6 TO LICENSE AGREEMENT L-304 WITH STATE OF MINNESOTA, DEPARTMENT OF PUBLIC SAFETY, FOR OFFICE SPACE FOR MINNESOTA STATE PATROL AT MPRB HEADQUARTERS BUILDING, 2117 WEST RIVER ROAD

BACKGROUND

This action considers approval of Amendment No. 6 to the Minnesota State Patrol License Agreement L-304 to extend the term for an additional three years. The Minneapolis Park and Recreation Board (MPRB) has licensed non-exclusive office space to the State of Minnesota, Department of Public Safety (MN State Patrol), for office space at the Mary Merrill MPRB Headquarters at 2117 West River Road since 2012 (See *Attachment B for License*). The office space specifically refers to the workspace occupied by the Minneapolis Park and Recreation Board's Park Safety and Security Department. This action considers amending the License to extend the term for an additional three years.

The license had an original term of one year, beginning in 2012; it was amended to extend the term to January 2015 (see *Attachment C for Amendment No. 1*); amended again extending the term to January 31, 2017 (see *Attachment D for Amendment No. 2*); amended again extending the term to January 31, 2019 (see *Attachment E for Amendment No. 3*); and amended again extending the term to January 31, 2022 (see *Attachment F for Amendment No. 4*). The MN State Patrol is occupying space under current Amendment No. 5 (*Attachment G*), which will expire on January 31, 2025, if not renewed. Approving Amendment No. 6 will extend the license to January 31, 2028 (*Attachment A*).

The license does not require that the MN State Patrol pay rent to license the space. MPRB's Park Safety and Security Department has a close working relationship with the MN State Patrol and the license for use of space facilitates the important work of both agencies.

Legal counsel has reviewed and approved the Amendment No. 6 for License L-304 as to form and legality.



PREVIOUS BOARD ACTIONS

January 19, 2022	Resolution 2022-105: Approving Amendment No. 5 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for Office Space for Minnesota State Patrol at MPRB Headquarters Building, 2117 West River Road
December 19, 2018	Resolution 2018-319: Approving Amendment No. 4 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for Office Space for Minnesota State Patrol at MPRB Headquarters Building, 2117 West River Road
January 25, 2017	Resolution 2017-110: Approving Amendment No. 3 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for Office Space for State Patrol at 2117 West River Road
October 1, 2014	Resolution 2014-306: Approving Amendment No. 2 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for Office Space for State Patrol at 2117 West River Road
January 20, 2013	Resolution 2013-105: Approving Amendment No. 1 of the License Agreement with the State of Minnesota Department of Public Safety, State Patrol to Renew the License Agreement for the Term Two (2) Years, Commencing February 1, 2013 and Continuing through January 31, 2015
January 25, 2012	Resolution 2012-115: Approving License Agreement with Department of Public Safety - Minnesota State Patrol at 2117 West River Road North for Term of One Year Commencing February 1, 2012 and Continuing through January 30, 2013

RECOMMENDATION

Staff recommends approval of Amendment No. 6 to License Agreement L-304 with State of Minnesota, Department of Public Safety, for office space for Minnesota State Patrol at MPRB Headquarters Building, 2117 West River Road, Minneapolis.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

**Goal:**

03. Provide core services with care

04. Work from our strengths and determine our role in partnerships

Strategy:

3.14: Ensure that policing of the parks is based in community policing principles and accountable to stakeholder partnerships to collaboratively work toward park safety and crime reduction in the parks.

4.11: Continue to enhance partnerships for emergency operations, climate disaster resiliency planning, and reinforce staffing and partnerships standards that consider safety and maintenance needs before, during, and after emergencies.

Attachments:

1. ATTACHMENT A - Amendment No. 6 to License L-304
2. ATTACHMENT B - MN State Patrol License L-304
3. ATTACHMENT C - Amendment 1 to License L-304
4. ATTACHMENT D - Amendment 2 to License L-304
5. ATTACHMENT E - Amendment 3 to License L-304
6. ATTACHMENT F - Amendment 4 to License L-304
7. ATTACHMENT G - Amendment 5 to License L-304

Jbr 11.20.2024.

STATE OF MINNESOTA
AMENDMENT OF LICENSE

Amendment No. 6

License No. L-304

THIS AMENDMENT No. 6 to License No. L-304 is by and between City of Minneapolis acting by and through its Park and Recreations Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety; State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, as may subsequently be amended, involving the non-exclusive use of office space in the building located at 2117 West River Road North, specifically that workspace occupied by the Park's Board Park Safety and Security Department, (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License;

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of License No. L-304 effective as of the date set forth herein.

1. PREMISES

1.1 Deletion Section 1 of the License is hereby deleted and of no further force and effect and is replaced with the following Section 1.2.

1.2 LICENSOR grants and LICENSEE accepts the non-exclusive use of:

approximately two thousand four hundred twenty seven (2,427) usable square feet of space, including shared offices, corridors, kitchenette, common areas and restrooms, as shown on the floor plans attached hereto and incorporated herein as Exhibit A, located at 2117 West River Road North, in the City of Minneapolis, County of Hennepin, Minnesota 55411 ("Premises").

2. RENEWAL TERM This License shall be renewed for a period of three (3) years, commencing February 1, 2025 and continuing through January 31, 2028 ("Renewal Term"), at the same terms and conditions as set forth in the License except as provided herein.

3. LICENSE FEE LICENSEE and LICENSOR hereby agree that there is no fee for LICENSEE'S use of the Premises.

4. **EXECUTION IN COUNTERPARTS; ELECTRONIC SIGNATURES** This Amendment may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed to be an original and all of which counterparts of this Amendment taken together shall constitute but one and the same Amendment. The parties further agree that this Amendment may be executed by electronic signature and that said electronic signature shall be binding upon the party providing such signature as if it were the party's original signature. Delivery of an executed counterpart of this Amendment by facsimile or email or a PDF file shall be equally as effective as delivery of an original executed counterpart of this Amendment.
5. Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written and subsequently amended with previously executed Amendments 1-5. All capitalized terms used but not defined herein shall have the meanings assigned to them as set forth in the License, unless otherwise stated.
-

NO ATTACHMENTS

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

CITY OF MINNEAPOLIS

LICENSOR certifies that the appropriate person(s) have executed this Amendment to the License on behalf of LICENSOR as required by applicable articles, bylaws, resolutions or ordinances.

By _____
Margret Forney, President

Date _____

By _____
Jennifer Ringold, Secretary to the Board

Date _____

LICENSEE:

STATE OF MINNESOTA

DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By _____
Real Estate and Construction Services

Date _____

APPROVED:

STATE OF MINNESOTA

DEPARTMENT OF PUBLIC SAFETY

By _____

Title _____

Date _____

STATE ENCUMBRANCE VERIFICATION

Individual signing certifies that funds have been encumbered as required by Minn. Stat. §16A.15 and §16C.05.

By _____ N/A

Date _____ N/A

Contract No. _____ N/A

Account Code: _____ N/A

Fund Number: _____ N/A

2117 West River Road North, Minneapolis
 License #L-304
 Department of Public Safety
 2,427 USF Shared Office
 Measured by Admin/RECS: SJ 10/16/24

2117 West River Road North, Minneapolis
License #L-304
Department of Public Safety
2,427 USF Shared Office
Measured by Admin/RECS: SJ 10/16/24

STATE OF MINNESOTA

LICENSE

LICENSE NO. **L-304**

THIS LICENSE is made by and between City of Minneapolis acting by and through its Park and Receptions Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety; State Patrol.

WHEREAS, LICENSOR owns the facility located at 2117 West River Road North in Minneapolis, which is available for LICENSEE'S use;

WHEREAS, LICENSEE has expressed a need to use shared office areas and for no other purpose without LICENSOR'S prior written consent;

NOW THEREFORE, in consideration of the foregoing and the mutual covenants herein contained, which each of the parties hereto acknowledge as adequate and sufficient, it is hereby agreed as follows.

1. **PREMISES** LICENSOR agrees to make available to LICENSEE the non-exclusive use of:

office space in building located at 2117 West River Road North (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411.

2. **TERM**

- 2.1 The term of this License is one (1) year, commencing February 1, 2012 and continuing through January 31, 2013 ("Period of Use").

- 2.2 **Adjustment of Commencement Date** In the event LICENSEE cannot take possession of the entire Premises on or before February 1, 2012, then:

- a. The commencement date shall be determined according to the date LICENSEE takes possession of the Premises in its entirety.
- b. The parties shall, by amendment to be executed in the same manner as the execution of this License, establish the correct commencement date and rental amounts. If the Commencement Date is other than the first day of the month, the License Fee for the first month of occupancy shall be prorated to the product obtained by multiplying the monthly Licensee Fee by a fraction, the numerator of

which is the number of days in the month that the Premises is occupied, and the denominator of which is the number of days in the applicable calendar month.

3. **USE** LICENSEE shall use the Premises as office space and for no other purpose.
4. **LICENSE NOT A LEASE** It is expressly understood and agreed that by reason of the nature and character of the occupancy of all parts thereof, the relation of LICENSOR and LICENSEE, as contemplated by the laws of the State of Minnesota, is not created by the Agreement, but LICENSEE is granted only a permit to occupy the space described, and for the specified period. LICENSEE shall at all times be considered an independent contractor, and not an employee or agent of the LICENSOR.
5. **LICENSE FEE** LICENSEE and LICENSOR hereby agree there is no fee for LICENSEE'S use of the Premises.
6. **TERMINATION**
 - 6.1 Pursuant to Minn. Stat. §16B.24, subd. 6, this License is subject to cancellation upon thirty (30) days written notice by LICENSEE for any reason except the license of other non-state-owned land or premises for the same use.
 - 6.2 Notwithstanding Clause 6.1 above, this License may be terminated by either party for any reason at any time upon giving thirty (30) days prior written notice to the other party.
 - 6.3 **Surrender of Premises** LICENSOR and LICENSEE hereby agree that at the expiration or earlier termination of this License or extension thereof: Any equipment and furniture, including, but not limited to, moveable partitions, modular workstations, shelving units, projection screens, audio-video equipment and/or any program equipment (hereinafter referred to as "Personal Property") shall remain the property of LICENSEE. LICENSEE shall remove its Personal Property, vacate and surrender possession of the Premises to LICENSOR in as good condition as when LICENSEE took possession, ordinary wear, tear and damage by the elements excepted.
7. All amendments to this License shall be in writing and executed by a duly authorized representative of each party.
8. **DUTIES OF LICENSOR** LICENSOR shall, at its expense, furnish and provide the following:
 - 8.1 **Maintenance** LICENSOR shall maintain in working condition all appurtenances within the scope of this License, including the maintenance of proper plumbing, wiring, heating (and, where applicable, cooling) devices and ductwork.
 - 8.2 **Repairs** LICENSOR shall make such necessary repairs so as to continue to provide all such service appurtenances as are required by this License, including any improvements to the Premises, whether or not the improvement was paid for by

LICENSEE. However, that LICENSOR shall not be responsible for repairs upon implements or articles, which are the personal property of LICENSEE, nor shall LICENSOR bear the expense of repairs to the Premises necessitated by damage caused by LICENSEE beyond normal wear and tear.

8.3 Janitorial service and supplies.

8.4 Snow removal.

8.5 Parking lot maintenance

8.6 All utilities and real estate taxes, if any.

9. **DUTIES OF LICENSEE** Except as otherwise provided herein, LICENSEE shall:

9.1 Furnish materials and services required for its use of the Leased Premises.

9.2 Maintain the Leased Premises in a reasonably good condition and state of repair during the continuance of its tenancy.

9.3 Provide on-site security while present in the Premises and serve as key holders while in an on-duty status.

9.4 Observe reasonable precautions to prevent waste of heat, electricity, water, air conditioning, any other utility, or any service, whether such is furnished by LICENSOR or obtained and paid for by LICENSEE.

9.6 Park only in the general lot or alongside the building. LICENSEE will not park in LICENSOR's squad parking spots nor block any garage access.

9.7 No storage of any vehicles at the Premises or park any personal vehicles overnight.

9.8. No storage of any evidence at the Premises.

10. **INSURANCE**

10.1 **Property Damage** It shall be the duty of LICENSOR and LICENSEE to maintain insurance or self-insurance on their own property, both real and personal. Notwithstanding anything apparently to the contrary in this License, LICENSOR and LICENSEE hereby release one another and their respective partners, officers, employees and property manager from any and all liability or responsibility to the other or anyone claiming through or under them by way of subrogation or otherwise for loss or damage covered by said insurance, even if such loss or damage shall have been caused by the fault or negligence of the other party, or anyone for whom such party may be responsible.

- 10.2 **Liability** LICENSOR and LICENSEE agree that each party will be responsible for its own acts and the results thereof to the extent authorized by law and shall not be responsible for the acts of any others and the results thereof. LICENSEE'S liability shall be governed by the provisions of the Minnesota Tort Claims Act, Minn. Stat. §3.736, and other applicable law.
11. **AUDIT** Pursuant to Minn. Stat. §16C.05, subd. 5, the books, records, documents and accounting procedures and practices of LICENSOR relevant to this License shall be subject to examination by the State and/or Legislative Auditor, as appropriate, for a minimum of six (6) years.
12. **MANAGEMENT** LICENSOR agrees that in exercising its management responsibilities of the property of which the Premises is a part, including the maintenance, repair, alterations and construction relating thereto, it shall comply with all applicable laws, statutes, rules, ordinances and regulations, including but not limited to building code, fire code, disabilities access, zoning, air quality, pollution control, recyclable materials and prevailing wage requirements, as issued by any federal, state or local political subdivisions having jurisdiction and authority in connection with said property.
13. **SMOKING** Pursuant to Minn. Stat. §16B.24, subd. 9, LICENSOR and LICENSEE shall not permit smoking in the Premises.
14. **GOVERNMENT DATA PRACTICES ACT COMPLIANCE**
- 14.1 LICENSOR must comply with the Minnesota Government Data Practices Act, Minn. Stat., Chapter 13, as it applies to all data provided by LICENSEE in accordance with this License and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by LICENSOR in accordance with this License. The civil remedies of Minn. Stat. §13.08, apply to LICENSOR and LICENSEE.
- 14.2 Minn. Stat., Chapter 13, provides that all government data are public unless otherwise classified. If LICENSOR receives a request to release the data referred to in this Clause, LICENSOR must immediately notify LICENSEE and consult with LICENSEE as to how LICENSOR should respond to the request. LICENSOR'S response shall comply with applicable law, including that the response is timely and, if LICENSOR denies access to the data, that LICENSOR'S response references the statutory basis upon which LICENSOR relied. LICENSOR does not have a duty to provide public data to the public if the public data is available from LICENSEE.

15. **NOTICES** All notices, or communications between LICENSOR and LICENSEE shall be deemed sufficiently given or rendered if in writing and delivered to either party personally or sent by registered or certified mail addressed as follows:

LICENSOR:

Chief
Minneapolis Park Police
2117 West River Rd N
Minneapolis MN 55411

LICENSEE:

Real Estate and Construction Services
Department of Administration
50 Sherburne Ave # 309
St Paul MN 55155

NO ATTACHMENTS

THIS PAGE IS INTENTIONALLY BLANK

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:
CITY OF MINNEAPOLIS, acting by and
through its Park and Recreation Board ("Park
Board")

*Licensor certifies that the appropriate person(s) have executed the
License on behalf of Licensor as required by applicable articles,
bylaws, resolutions or ordinances.*

By [Signature]

Title PRESIDENT

Date 2/1/2012

By [Signature]

Title Secretary to the Board

Date 07 February 2012

LICENSEE:
STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By [Signature]
Real Estate and Construction Services

Date FEB 13 2012

APPROVED BY:
STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By [Signature]

Title CFO

Date 12/12/11

STATE ENCUMBRANCE VERIFICATION
*Individual signing certifies that funds have been encumbered as
required by Minn. Stat. §10A.15 and §10C.05.*

By NA

Date NA

Contract No. NA

**STATE OF MINNESOTA
AMENDMENT OF LICENSE**

Amendment No. 1

License No. L-304

THIS AMENDMENT No. 1 to License No. L-304 by and between City of Minneapolis acting by and through its Park and Recreations Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety; State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, involving the License of office space in the building located at 2117 West River Road North (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License;

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of License No. L-304 effective as of the date set forth herein.

1. **RENEWAL TERM** This License shall be renewed for a period of two (2) years, commencing February 1, 2013 and continuing through January 31, 2015 ("Renewal Term"), upon existing terms and conditions of this License except as otherwise provided herein.
2. **LICENSE FEE** LICENSEE and LICENSOR hereby agree there is no fee for LICENSEE'S use of the Premises.
3. **NOTICES**
 - 3.1 **Deletion** Clause 15 of the License is hereby deleted and of no further force or effect.
 - 3.2 **Replacement** All notices or communications between LICENSOR and LICENSEE shall be in writing and deemed to have been given upon the occurrence of one of the following methods of delivery to the address noted in Clause 3.3 below.
 - a. when personally delivered to the addressee, or
 - b. on the second business day after sender has deposited the registered or certified mailing with the US Postal Service, or
 - c. one (1) business day after deposited with an overnight courier service.

3.3 Mailing Addresses:

LICENSOR:

Chief
Minneapolis Park Police
2117 West River Rd N
Minneapolis MN 55411

LICENSEE:

Real Estate and Construction Services
Department of Administration
50 Sherburne Ave # 309
St Paul MN 55155

4. Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written.

NO ATTACHMENTS

THE REMAINDER OF THIS PAGE IS INTENTIONALLY BLANK

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

CITY OF MINNEAPOLIS, ACTING BY AND THROUGH ITS PARK AND RECREATION BOARD ("PARK BOARD")

LICENSOR certifies that the appropriate person(s) have executed the License on behalf of LICENSOR as required by applicable articles, bylaws, resolutions or ordinance.

By _____

Title _____

Date _____

By _____

Title _____

Date _____

LICENSEE:

STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By _____

Real Estate and Construction Services

Date _____

APPROVED:

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By _____

Title _____

Date _____

STATE ENCUMBRANCE VERIFICATION

Individual signing certifies that funds have been encumbered as required by Minn. Stat. §16A 13 and §16C 05

By _____

N/A

Date _____

N/A

Contract No. _____

N/A

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:
CITY OF MINNEAPOLIS, ACTING BY AND
THROUGH ITS PARK AND RECREATION
BOARD ("PARK BOARD")

*LICENSOR certifies that the appropriate person(s) have executed the
License on behalf of LICENSOR as required by applicable articles,
bylaws, resolutions or ordinances.*

By _____
Title _____
Date _____
By _____
Title _____
Date _____

*See
previous
page*

LICENSEE:
STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By *Susan T. Eids*
Real Estate and Construction Services

Date FEB 14 2013

APPROVED:
STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By *Larry Freund*
Title CFO

Date 12/11/12

STATE ENCUMBRANCE VERIFICATION

*Individual signing certifies that funds have been encumbered as
required by Minn. Stat. §16A.15 and §16C.05.*

By _____ N/A

Date _____ N/A

Contract No. _____ N/A

STATE OF MINNESOTA
AMENDMENT OF LICENSE

Amendment No. 2 to

License No. L-304

THIS AMENDMENT No. 2 to License No. L-304 is made by and between City of Minneapolis acting by and through its Park and Receptions Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety: State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, involving the License of office space in the building located at 2117 West River Road North (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License;

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of the License No. L-304 effective as of the date set forth hereinafter.

1. **PERIOD OF USE** This License shall be renewed for an additional term of two (2) years, commencing February 1, 2015 and continuing through January 31, 2017, ("Period of Use") at the same terms and conditions as set forth in the License, except as provided for herein.
2. **LICENSE FEE** LICENSEE and LICENSOR hereby agree there is no fee for LICENSEE'S use of the Premises.
3. Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written.

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

**CITY OF MINNEAPOLIS, ACTING BY AND
THROUGH ITS PARK AND RECREATION
BOARD ("PARK BOARD")**

*LICENSOR certifies that the appropriate person(s) have executed the
License on behalf of LICENSOR as required by applicable articles,
bylaws, resolutions or ordinances.*

By _____

Title _____

Date _____

By _____

Title _____

Date _____

LICENSEE:

**STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER**

By _____
Real Estate and Construction Services

Date _____

APPROVED:

**STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY**

By Ron Zeman

Title Deputy Director

Date 9-8-14

STATE ENCUMBRANCE VERIFICATION

*Individual signing certifies that funds have been encumbered as
required by Minn. Stat. §16A.15 and §16C.05.*

By _____ N/A

Date _____ N/A

Contract No. _____ N/A

STATE OF MINNESOTA
AMENDMENT OF LICENSE

Amendment No. 3 to

License No. L-304

THIS AMENDMENT No. 3 to License No. L-304 is made by and between City of Minneapolis acting by and through its Park and Recreations Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety; State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, involving the License of office space in the building located at 2117 West River Road North, specifically that workspace occupied by the Park Board's Park Safety and Security Department, (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License;

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of the License No. L-304 effective as of the date set forth hereinafter.

1. **PERIOD OF USE** This License shall be renewed for an additional term of two (2) years, commencing February 1, 2017 and continuing through January 31, 2019, ("Period of Use") at the same terms and conditions as set forth in the License, except as provided for herein.
2. **LICENSE FEE** LICENSEE and LICENSOR hereby agree there is no fee for LICENSEE'S use of the Premises.
3. Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written.

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

CITY OF MINNEAPOLIS, ACTING BY AND
THROUGH ITS PARK AND RECREATION
BOARD ("PARK BOARD")

*LICENSOR certifies that the appropriate person(s) have executed the
License on behalf of LICENSOR as required by applicable articles,
bylaws, resolutions or ordinances.*

By *Chate McSabb*

Title *President*

Date *2/1/17*

By *Jeff B. Angelo*

Title *2/1/2017 Secretary*

Date *2/1/2017*

LICENSEE:

STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By *Susan T. Estes*
Real Estate and Construction Services

Date *2/9/17*

APPROVED:

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By *Larry Frensch*

Title *CFO*

Date *2/9/17*

STATE ENCUMBRANCE VERIFICATION

*Individual signing certifies that funds have been encumbered as
required by Minn. Stat. §16A.15 and §16C.05.*

By N/A

Date N/A

Contract No. N/A

STATE OF MINNESOTA
AMENDMENT OF LICENSE

Amendment No. 4

License No. L-304

THIS AMENDMENT No. 4 to License No. L-304 is by and between City of Minneapolis acting by and through its Park and Recreations Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety, State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, involving the License of office space in the building located at 2117 West River Road North, specifically that workspace occupied by the Park's Board Park Safety and Security Department, (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License;

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of License No. L-304 effective as of the date set forth herein.

- 1 **PERIOD OF USE** This License shall be renewed for an additional term of three (3) years, commencing February 1, 2019 and continuing through January 31, 2022 ("Period of Use"), at the same terms and conditions as set forth in the License except as provided herein.
- 2 **LICENSE FEE** LICENSEE and LICENSOR hereby agree that there is no fee for LICENSEE'S use of the Premises.
- 3 **EXECUTION IN COUNTERPARTS** This License may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed to be an original and all of which counterparts of this License taken together shall constitute but one and the same License. Delivery of an executed counterpart of this License by facsimile or email or a PDF file shall be equally as effective as delivery of an original executed counterpart of this License.
- 4 Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written.

NO ATTACHMENTS

RECEIVED

DEC 24 2013

MINNESOTA
LICENSURE AND
REGISTRATION SERVICES

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

CITY OF MINNEAPOLIS, ACTING BY AND
THROUGH ITS PARK AND RECREATION
BOARD ("PARK BOARD")

*LICENSOR certifies that the appropriate person(s) have executed the
License on behalf of LICENSOR as required by applicable articles,
bylaws, resolutions or ordinances.*

By [Signature]

Title President

Date 12-19-10

By [Signature]

Title Secretary

Date 12/19/10

LICENSEE:

STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By [Signature]

Real Estate and Construction Services

Date 1-2-19

APPROVED:

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By [Signature]

Title CFO

Date 1/2/13

STATE ENCUMBRANCE VERIFICATION

*Individual signing certifies that funds have been encumbered as
required by Minn. Stat. §16A.15 and §16C.05.*

By N/A

Date N/A

Contract No. N/A

STATE OF MINNESOTA
AMENDMENT OF LICENSE

Amendment No. 5

License No. L-304

THIS AMENDMENT No. 5 to License No. L-304 is by and between City of Minneapolis acting by and through its Park and Recreations Board ("Park Board"), hereinafter referred to as LICENSOR, and the State of Minnesota, Department of Administration, hereinafter referred to as LICENSEE, acting for the benefit of the Department of Public Safety; State Patrol.

WHEREAS, LICENSOR and LICENSEE entered into License No. L-304, dated February 13, 2012, involving the License of office space in the building located at 2117 West River Road North, specifically that workspace occupied by the Park's Board Park Safety and Security Department, (hereinafter referred to as the Premises) in the City of Minneapolis, County of Hennepin, Minnesota 55411;

WHEREAS, the parties deem certain amendments and additional terms and conditions mutually beneficial for the effective continuation of said License,

NOW THEREFORE, LICENSOR and LICENSEE agree to substitution and/or addition of the following terms and conditions, which shall become a part of License No. L-304 effective as of the date set forth herein.

1. **PERIOD OF USE** This License shall be renewed for an additional term of three (3) years, commencing February 1, 2022 and continuing through January 31, 2025 ("Period of Use"), at the same terms and conditions as set forth in the License except as provided herein.
2. **LICENSE FEE** LICENSEE and LICENSOR hereby agree that there is no fee for LICENSEE'S use of the Premises.
3. **TERMINATION** Pursuant to Minn. Stat. §16B.24, subd. 6, this License is subject to cancellation upon thirty (30) days prior written Notice by LICENSEE for any reason except the license of other non-state-owned land or premises for the same use.
4. **SMOKING**
 - 4.1 **Deletion** Section 13 of the License is deleted and of no further force and effect and is replaced with the following Section 4.2.
 - 4.2 **Replacement** Pursuant to Minn. Stat. §16B.24, subd. 9, LICENSEE and LICENSOR shall not permit smoking, in the Premises. In addition, LICENSEE and LICENSOR shall not permit the use of e-cigarettes, and vaping in the Premises.

5. **NOTICES**

5.1 **Deletion** Section 3 of Amendment 1 of the License is deleted and of no further force and effect and is replaced with the following Sections 5.2 and 5.3.

5.2 **Replacement** All Notices or communications between LICENSEE and LICENSOR shall be in writing ("Notice") and deemed to have been given upon the occurrence of one of the following methods of delivery to the address noted in Section 4.3 below.

- a. when personally delivered to the addressee, or
- b. on the second business day after sender has deposited the registered or certified mailing with the US Postal Service,
- c. one (1) business day after deposited with an overnight courier service, or
- d. via electronic mail (provided such delivery or attempted delivery is confirmed) to: abangoura@minneapolisparcs.org with copy to: johotto@minneapolisparcs.org and cdowney@minneapolisparcs.org.

5.3 **Mailing Addresses:**

Landlord:

Minneapolis Park and Recreation
Board
2117 West River Road
Minneapolis, MN 55411
ATTN: Superintendent
abangoura@minneapolisparcs.org

Tenant:

Department of Administration
Real Estate and Construction
Services
50 Sherburne Ave, Room 309
St Paul MN 55155

cc: johotto@minneapolisparcs.org
cdowney@minneapolisparcs.org

6. **EXECUTION IN COUNTERPARTS** This License may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed to be an original and all of which counterparts of this License taken together shall constitute but one and the same License. Delivery of an executed counterpart of this License by facsimile or email or a PDF file shall be equally as effective as delivery of an original executed counterpart of this License.

7. Except as modified by the provisions of this Amendment, said License is ratified and confirmed as originally written.

NO ATTACHMENTS

IN WITNESS WHEREOF, the parties have set their hands on the date(s) indicated below intending to be bound thereby.

LICENSOR:

CITY OF MINNEAPOLIS, ACTING BY AND THROUGH ITS PARK AND RECREATION BOARD ("PARK BOARD")

LICENSOR certifies that the appropriate person(s) have executed the License on behalf of LICENSOR as required by applicable articles, bylaws, resolutions or ordinances.

By Mick King

Title PRESIDENT

Date 1/21/22

By Jeff Long

Title Secretary

Date 1/19/2022

LICENSEE:

STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION
COMMISSIONER

By Mary Waldrop
Real Estate and Construction Services

Date / 7 / 0 1

APPROVED:

STATE OF MINNESOTA
DEPARTMENT OF PUBLIC SAFETY

By Rita Wurm

Title Deputy Director

Date 11/10/2021

STATE ENCUMBRANCE VERIFICATION

Individual signing certifies that funds have been encumbered as required by Minn. Stat. §16A.15 and §16C.05.

By N/A

Date N/A

Contract No. N/A

Account Code: N/A

Fund Number: N/A



Resolution 2024-231

RESOLUTION APPROVING THE PURCHASE OF LAND FROM THE CITY OF MINNEAPOLIS AT 3500 HUMBOLDT AVENUE NORTH, 3437 15TH AVENUE SOUTH, AND 2215 CHICAGO AVENUE FOR A TOTAL OF \$66,225.00 FOR THE PURPOSE OF PERPETUATING EXISTING COMMUNITY GARDEN SITES

WHEREAS, The Minneapolis Park and Recreation Board (MPRB) was created by the Minnesota Legislature in April 1883 and has the authority to manage and operate park facilities;

WHEREAS, MPRB adopted the Urban Agriculture Activity plan in 2014, and the Community Garden Policy in 2018, both of which support the preservation of community gardens through their acquisition into the MPRB system;

WHEREAS, The City of Minneapolis (The City) owns certain properties throughout the City on which community gardens currently operate;

WHEREAS, The City has determined that the perpetuation of certain community gardens is an important goal, and has been collaboration with MPRB staff on a method for transferring ownership and management of some gardens to MPRB;

WHEREAS, MPRB is the owner of several community gardens acquired from other public or private entities and operated independently, with oversight from MPRB staff, such as Shalom Gardens, Bancroft Meridian Garden, and Soo Line Gardens;

WHEREAS, On June 13, 2024, with Council Action 2024A-0430, the Minneapolis City Council took the first official step in potential sale of these gardens by authorizing exclusive development rights to MPRB for multiple city-owned parcels;

WHEREAS, MPRB and City staff have specifically examined six garden sites and undertaken multiple due diligence activities, including conversations with gardeners, review of costs and funding availability, and environmental review;

WHEREAS, The due diligence process has revealed that three of these six gardens have active garden management that will lessen MPRB staff burden, have proposed purchase prices that are in line with MPRB's available acquisition funding, and are free of significant environmental concerns;

WHEREAS, The City and MPRB both desire to work toward a formal agreement for the future purchase and land transfer of three community gardens, with continued discussion and possible subsequent Board action around the other three; and



Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 2: “Steward a continuum of nature and recreation” and Goal 5: “Expand focus on health equity;”

RESOLVED, That the Board of Commissioners approves the purchase of land from the City of Minneapolis at 3500 Humboldt Avenue North, 3437 15th Avenue South, and 2215 Chicago Avenue for a total of \$66,225.00 for the purpose of perpetuating existing community garden sites; and

RESOLVED, That the President and Secretary of the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Planning Committee

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 11/20/2024

SUBJECT: RESOLUTION APPROVING THE PURCHASE OF LAND FROM THE CITY OF MINNEAPOLIS AT 3500 HUMBOLDT AVENUE NORTH, 3437 15TH AVENUE SOUTH, AND 2215 CHICAGO AVENUE FOR A TOTAL OF \$66,225.00 FOR THE PURPOSE OF PERPETUATING EXISTING COMMUNITY GARDEN SITES

BACKGROUND

This action would signal MPRB's intent to purchase three properties from the City of Minneapolis for the purpose of perpetuating existing vital community gardens. The action is the result of a pilot effort between MPRB and City staff across multiple departments to determine how to preserve gardens in the face of potential development by transferring them to ownership and management by MPRB. Under the Urban Agriculture Activity Plan (2014) and the Community Garden Policy (2018), MPRB wishes to invest in gardening as a recreational activity and food justice initiative. MPRB's Community Garden Lead, a full-time position, manages MPRB's own community gardens on parkland while also helping other "legacy gardens" steward properties owned by MPRB but largely managed by community gardening groups. MPRB currently owns multiple "legacy gardens," such as Shalom Garden, Bancroft Meridian, and Soo Line Gardens. The gardens MPRB would intend to purchase under this resolution would exist in that "legacy garden" category: managed by existing garden groups with oversight by MPRB staff. This is permitted under Section I of the Community Garden Policy.

City staff initially identified six sites for potential transfer to MPRB. All of these sites are typical undeveloped Minneapolis city lots. MPRB's due diligence on these six sites included:

- Communication with gardeners to determine the groups' abilities to continue managing the garden,
- Review of the City's proposed sale prices and investigation of available MPRB funds to acquire these gardens,
- Preparation of Phase 1 environmental reports and documentation of soil tests, and
- Review of each garden's location in the City relative to identified park gaps and disadvantaged demographic areas.

Based on this due diligence, MPRB and City staff are recommending three of the six gardens for immediate purchase. The three gardens and their market-rate based sale prices are:

- The Story Garden at 3500 Humboldt Avenue North in the Folwell neighborhood, 0.11 acres in MPRB Commissioner District 2, for \$10,000;



- Our Saviors Garden at 2215 Chicago Avenue in the Ventura Village neighborhood, 0.17 acres in MPRB Commissioner District 3 and within an ACP50 area, for \$21,200; and
- The 3437 Garden at 3437 15th Avenue South in the Powderhorn neighborhood, 0.08 acres in MPRB Commissioner District 3, for \$27,600.

Each of these gardens has a willing and solvent garden group, a record clean of significant environmental concerns, and a price that can be funded within the current balance of the Land Acquisition Fund.

PURPOSE AND NEXT STEPS

Because this garden transfer project is a pilot, MPRB and City staff are still working to determine the appropriate way to gain approvals and effect a fee title transfer. The City will need in any case to follow its procedures for land disposition, which can encumber costs and staff time. The purpose of this action, then, is to provide assurance to the City that MPRB plans to follow-through on purchasing these properties at the costs outlined.

Depending on the process determined to be appropriate, MPRB staff may bring a subsequent action to the board. However, this action should be considered a direction to MPRB staff to acquire these properties, through the most efficient and cost-effective means possible.

OPERATIONAL IMPACT AND FUNDING

Funding for acquisition of these sites will be drawn from the Parkland Acquisition Fund. In addition to the purchase prices stated above, MPRB will repay the City the costs of Phase 1 environmental assessments. The City prepared phase 1 assessments on additional potential acquisitions, but only the costs for those to be acquired will be paid by MPRB. The total cost of the Phase 1 reports is \$7,425.00, which brings the total acquisition total to \$66,225.00. The current balance of the Parkland Acquisition Fund is \$199,708.00.

These three garden sites will continue to be operated by existing garden groups, as permitted under the Community Garden Policy. Limited staff time will be needed to generally monitor the gardens. No MPRB capital nor maintenance investment will be made in these gardens.

RECOMMENDATION

Staff recommends that the Board of Commissioners approve the Minneapolis Park and Recreation Board's intent to purchase land from the City of Minneapolis at 3500 Humboldt Avenue North, 3437 15th Avenue South, and 2215 Chicago Avenue for a total of \$66,225.00 for the purpose of



perpetuating existing community garden sites.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

02. Steward a continuum of nature and recreation

02. Steward a continuum of nature and recreation

05. Expand focus on health equity

Strategy:

2.4: Create, interpret and program nature-based experiences, including but not limited to environmental education, community gardens, and bird watching, across the city, especially in parts of the city that don't have access to regional parks, to foster stewardship of nature, joy, and to introduce new users to the park system.

2.11: Prioritize new parks and new park amenities that benefit climate resilience and equitable park access.

5.13: Expand healthy food access recognizing parks as an important community food hub through increased programming, spaces, and staffing to support healthy food access and nutrition security, community gardening, food hubs, food entrepreneurship, foraging zones, traditional foodways, and food skill building, prioritizing areas where access to food growing space is limited.

Attachments:

1. Attachment A - Council Action 2024A-0430

Jbr 11.20.2024.



Council Action No. 2024A-0430

City of Minneapolis

File No. 2024-00603

Committee: BHZ

Public Hearing: None

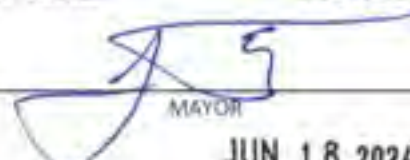
Passage: Jun 13, 2024

Publication:

JUN 21 2024

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Ornan	X			
Cashman				X
Jenkins				X
Chavez	X			
Koski				X
Chowdhury	X			
Palmisano	X			

MAYOR ACTION

☒ APPROVED☐ VETOED
MAYOR
JUN 18 2024

DATE

Certified an official action of the City Council

ATTEST:


CITY CLERK

Presented to Mayor: JUN 13 2024

Received from Mayor: JUN 18 2024

The Minneapolis City Council hereby authorizes exclusive development rights for up to 12 months, with a possibility of a 12-month administrative extension, to the Minneapolis Park and Recreation Board, or an affiliated entity, for seven City-owned parcels located at 3500 Humboldt Ave N, 2215 Chicago Ave S, 2728 26th St E, 3437 15th Ave S, 1601 Glenwood Ave N, 2820 18th Ave S, and 1809 LaSalle Ave S for a permanent community garden pilot program.

Exclus v d v l pm nt ghts t th Minn ap ls Pa k and R c ati n B a d f a p eman nt community gard n pilot program (RCA-2024-00590)

Home > Legi i e Fi e 2024-00603 > RCA

ORIGINATING DEPARTMENT

Community Planning & Economic Development

To Committee(s)

#	Committee Name	Meeting Date e
1	Busin ss, Housing & Zoning e Committ e	June 4, 2024

LEAD Narin Sihavong
STAFF:

PRESENTED Narin Sihavong
BY:

Action Item(s)

#	File Type	Subcategory e	Item Description
1	Action e	City Prop erty e	Authorizing exclusiv d v lopm nt rights for up to 12 e months, with a possibility of a 12-month administrative extension, to the Minneapolis Park and Recreation Board, an affiliated entity, for use of City-owned parcels located at 500 Humboldt Av N, 2215 Chicago Ave S, 2728 26th St E, 3437 15th Ave S, e 1601 Glenwood Ave N, 2820 18th Ave S, and 1800 e Lake Ave S for use as a community garden pilot program

Previous Actions

2022-00747 - Disposition Policy for City-owned Property

2015-01426 - Modification to Community Garden Policy e

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	Ward 2		2728 26th St E, Minneapolis, MN
2.	Ward 4		3500 Hennepin Ave S, Minneapolis, MN
3.	Ward 5		1600 1st Ave N, Minneapolis, MN
4.	Ward 6		2215 Chicago Ave S, Minneapolis, MN
5.	Ward 7		1800 Lyndale Ave S, Minneapolis, MN
6.	Ward 9		3487 15th Ave S, Minneapolis, MN
7.	Ward 10		2820 18th Ave S, Minneapolis, MN

Background Analysis

Background

The Garden Lease Program (GLP) is a partnership between the Community Planning and Economic Development (CPED) Department, Public Works Department, and the Health Department’s Homegrown Minneapolis Initiative (Homegrown). Currently there are 78 vacant lots that are available for lease through the Garden Lease Program. Public Works manages twelve vacant lots that are rarely sold, due to the City operations nature of Public Works properties. CPED manages 66 lots that are regularly marketed for development to achieve CPED's mission to grow a vibrant, livable, equitable, sustainable, and safely built city for everyone. Since 2021, 14 lots owned by CPED enrolled in the Garden Lease Program were removed due to offers received for those properties for development. Eleven of the lots with offers are recommended sales for affordable housing, expected to produce 27 units of affordable homeownership and 10 units of affordable rental housing at a total estimated development value of \$13,694,900. The remaining three lots were sold as sideyards to the adjacent property owners, one of the three sideyard sales resulted in a permanent community garden following the City disposition policy. Currently, the City of Minneapolis disposition policy permits sale of City-owned development lots when they are determined to meet the definition of a sideyard that is not buildable for residential or business development.

The purpose of the permanent community garden pilot is to identify a permanent owner of a subset of buildable CPED lots that have established, well-maintained gardens and do not adversely affect City development goals. The Minneapolis Park and Recreation Board (MPRB) was identified as a strong potential partner, due to the MPRB's existing community garden program and the interest in identifying a permanent steward for lots as green space. Homegrown Minneapolis and CPED reviewed the list of all 66 CPED garden lots for the following criteria:

- Level of activity:

- Gardens that are a safe and well-maintained show effective use of land.
- Gardens with zero or few 311 complaints or maintenance issues are a better fit for preserving.
- Ease of access:
 - Gardens that have been leased for a longer time are a better fit for preservation because it shows commitment and resilience by those involved. It also takes time to build soil quality and garden infrastructure.
- Number of people involved
 - Gardens that serve many people are more likely to be a good fit for preserving because of the significant impact on the community.
- Green Zone and/or Promise Zone
 - A garden located in a Green Zone and/or in the Promise Zone is a higher priority for preservation. The City has decided to prioritize investments in these areas due to historical disparities.
- Geographic distribution
 - The goal is for permanent gardens to be distributed across the city for more equitable access. This analysis took into consideration existing MPRB community gardens.
- Qualitative factors
 - Cultural community served
 - Type of program
 - Leadership strength
 - Connection to other gardens and/or programs
- Resiliency related to the source of funds used to acquire the property:
 - Most City property is bought with federal or state grants. The grants have rules about how the City can develop or sell the property. If the City does not meet the grant expectations, it could risk future grant funding. The City selected properties where there is no risk to the City, as obligations have been met.
- Important opportunities to build affordable housing or new businesses:
 - CPED's departmental mission is to grow a vibrant, livable, equitable, sustainable, and safely built city for everyone. Certain properties CPED owns are important to furthering the City's comprehensive plan goal to grow the city equitably.

Based on the garden lot review, seven lots were selected as potential candidates. Homegrown and CPED's affiliation with the MPRB to determine potential interest in acquiring these seven lots for their appraised value. MPRB expressed interest with the following conditions:

- 1) Confirming interest and approval from the current community gardeners in occupying their garden and
- 2) Receiving a Phase 1 environmental assessment of the sites that is satisfactory to MPRB

Staff recommend providing MPRB with exclusive development rights (EDR) to purchase the following lots of vacant lots for their current appraised value plus the cost of a Phase 1 environmental assessment for the site for a 12-month period, with an option to extend administratively for an additional 12 months. During the EDR period, the City will not increase the purchase price of the lots.

properties. Regarding exclusive development rights will provide the MPRB, Homegrow, and CED the time to complete due diligence on the plot. Additionally, with the approval of an exclusive development rights agreement, staff will not market the sites for development. Once due diligence is complete, the lots will be sold under the public-use method of the City's Disposition Policy. However, this plot is not compliant with the Community Garden Sales process of the Disposition Policy, which currently restricts sale for the purpose of a community garden to unbuildable seasonal properties. If

Property Address	Current Appraised Value
3500 Humboldt Ave N	\$10,000
2215 Chicago Ave S	\$21,200
2728 26th St E	\$22,100
3487 15th Ave S	\$27,600
1601 Glenview Ave N	\$20,500
2820 18th Ave S	\$15,000
1800 LaSalle Ave S	\$8,200

FISCAL NOTE

- Exclusive development rights to the Minneapolis Park and Recreation Board for a permanent community garden plot program - Fiscal Note

Attachments

CED Development Lots - Homegrow



Resolution 2024 - 261

RESOLUTION RECEIVING AND FILING THE FINANCIAL STATUS REPORT OF THE MINNEAPOLIS PARK AND RECREATION BOARD AS OF THE THIRD QUARTER, 2024 AND FILE SAID REPORT AS A PERMANENT RECORD WITH THE SECRETARY OF THE BOARD

Whereas, The Minneapolis Park and Recreation Board (MPRB) approved the 2024 Annual Budget on December 5, 2023;

Whereas, MPRB staff has analyzed and presented the financial results for the third quarter, 2024; and

Whereas, This resolution is supported by Parks for All, the MPRB Comprehensive Plan 2021-2036, which envisions in Goal 9 "Operate a financially sustainable enterprise;"

RESOLVED, That the Board of Commissioners of the Minneapolis Park and Recreation Board receive the Financial Status Report of the Minneapolis Park and Recreation Board as of the third quarter, 2024 and file said report as a permanent record with the Secretary of the Board; and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: December 4, 2024

SUBJECT: RESOLUTION RECEIVING AND FILING THE FINANCIAL STATUS REPORT OF THE MINNEAPOLIS PARK AND RECREATION BOARD AS OF THE THIRD QUARTER, 2024 AND FILE SAID REPORT AS A PERMANENT RECORD WITH THE SECRETARY OF THE BOARD
BACKGROUND

BACKGROUND

The Finance Department produces the financial status reports for the Minneapolis Park and Recreation Board at the close of the third, third and fourth (year-end) quarters of each fiscal year. The third quarter report includes un-audited financial results through September 30, 2024 (Attachment A).

RECOMMENDATION

Staff recommends that the Board of Commissioners receive and file the Financial Status Report of the Minneapolis Park and Recreation Board as of the Third Quarter, 2024 and file said report as a permanent record with the Secretary of the Board.

This action is also supported by the following elements of Parks for All, the MPRB Comprehensive Plan 2021-2036:

Goal

9: Operate a financially sustainable enterprise

Strategy

8: Create flexible funding and budgeting that always prioritizes core aspects of the agency and supports innovation and expansion.

Attachment A – Third Quarter 2024 Financial Status Report

Jbr 12.4.2024



Minneapolis

Park & Recreation Board

Minneapolis Park and Recreation Board
Financial Status Report
as of Third Quarter, 2024

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Budget Overview

Minneapolis Park and Recreation Board operating activities are accounted for in funds. The Park Board funds included in this financial status report are the General Fund, Enterprise Fund, and Internal Service Funds. This report details the operations of these funds through September 30, 2024.

This interim financial report has been prepared by the Minneapolis Park and Recreation Board Finance Department. Financial information contained in this report is preliminary and has not been audited, nor is the information contained in this report a complete presentation of all financial activity within the Minneapolis Park and Recreation Board.

General Fund

The General Fund accounts for services and goods provided by the Park Board that are primarily supported by property taxes. To the end of 2024 General Fund revenues are projected to be \$101.1 million and expenditures are projected to be \$102.1 million.

The 2024 year-end fund balance is projected to be \$3.4 million, which is below financial policy requirements by \$1.7 million. This projected balance is a decrease of \$1.0 million below the 2023 year-end balance.

Special Revenue – Natural Areas Management Fund

The Natural Areas Management Fund accounts for State operations and maintenance funding that supports restoration, expansion, and management of the park system's natural areas. To the end of 2024 Natural Areas Management Fund revenues are projected to be \$500,000 and expenses are projected to be \$385,845. The 2024 year-end Natural Areas Management Fund balance is projected to be \$584,875.

Enterprise Fund

The Enterprise Fund accounts for all business-type operations of the Park Board including golf courses, concessions, ice arenas, and permits. The fund is focused on income generation and supports Park Board programs and improvements. To the end of 2024, Enterprise Fund operating revenues are projected to be \$16.8 million, operating expenses are projected to be \$14.0 million and non-operating expenses are projected to be \$3.0 million. The 2024 year-end Enterprise Fund balance is projected to be \$3.2 million, \$165,655 lower than the 2023 year-end balance.

Stormwater Enterprise Fund

The Stormwater Enterprise Fund accounts for MPRB stormwater operations. To the end of 2024 Stormwater revenues are projected to be \$1,327,450 and expenses are projected to be \$959,298. The 2024 year-end Stormwater Enterprise Fund balance is projected to be \$368,152.

Internal Service Funds

Internal Service Funds account for equipment fleet, information technology and self-insurance services to Park Board departments. To the end of 2024 Internal Service Fund revenues and expenses are projected to be \$11.7 million. The 2024 year-end Internal Service Funds balance is projected to be \$9.5 million, a decrease of \$53,930 from the 2023 year-end balance.

General Fund

Summary

The General Fund is the operating fund of the Minneapolis Park and Recreation Board. It is used to account for all financial resources except those required to be accounted for in another fund. The General Fund began 2024 with a fund balance of \$4.5 million and has a current operating budget of \$103.2 million. Through September of this year, 72.5 percent of the Fund's appropriations have been spent with 75 percent of the year elapsed.

Revenue generated by the Park Board as of September 30, 2024 totaled \$53.7 million, up 4.1 percent from the \$51.5 million collected in the first three quarters of 2023. Total revenues for 2024 are projected to be \$101.1 million, 3.7 percent higher than 2023 revenues.

As of September 30, 2024, expenditures totaled \$74.8 million, three percent higher than the \$72.9 million spent in the first three quarters of 2023. To the end of 2024, total expenditures are projected to be \$102.1 million, 4.1 percent higher than 2023 and one percent under budget.

The fund balance for the General Fund at fiscal year-end 2023 was \$4.5 million, below the financial policy requirement of \$5.0 million (5 percent of the 2023 General Fund operating budget) by \$541,001. The fund balance for the General Fund is projected to be \$3.4 million at fiscal year-end 2024, below the financial policy requirement of \$5.2 million (5 percent of the 2024 General Fund operating budget) by \$1,739,723.

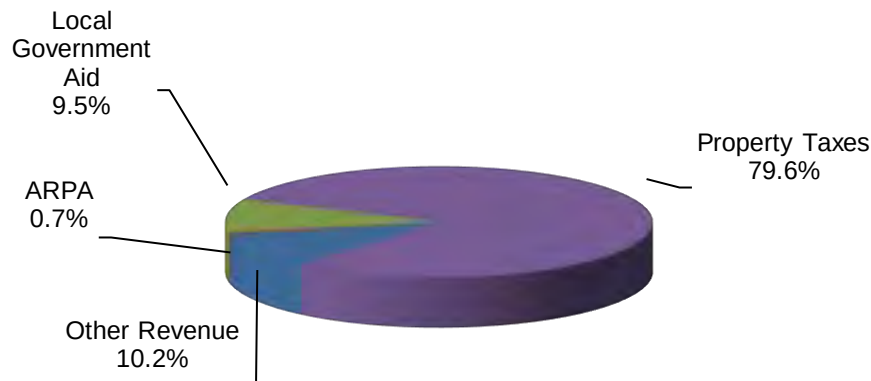
This report contains estimates. Unforeseen changes in revenue and expenditures will cause actual results to fluctuate from the projected results.

General Fund Revenues

As of September 30, 2024, actual revenues totaled \$53.7 million, up 4.1 percent from the \$51.5 million collected in the first three quarters of 2023. Projected year end revenue is \$101.1 million, \$2,093,339 under budget.

Revenues by Major Category

	2023			2024			
	Actual Year-End	Actual As of 9/30	Percent Recognized	Current Budget	Actual As of 9/30	Percent Recognized	Projected Year End
Property and Other Taxes	\$76,464,902	\$39,268,649	51.4%	\$81,825,856	\$40,846,305	49.9%	\$80,413,959
Local Government Aid	8,788,509	4,394,255	50.0%	9,605,214	4,802,607	50.0%	9,605,214
Fees, Fines and Other Revenues	10,242,841	6,910,298	67.5%	10,861,963	7,283,308	67.1%	10,337,705
American Rescue Plan Act	2,010,572	955,069	47.5%	875,400	718,216	82.0%	718,216
Total Revenues	\$97,506,824	\$51,528,271	52.8%	\$103,168,433	\$53,650,436	52.0%	\$101,075,094



Property Taxes

Property taxes provide 79.6 percent of projected revenue, the largest funding source of the General Fund. The Park Board received the first half property tax payment from Hennepin County, 49.9 percent of budgeted property taxes. This is lower than expected due to large commercial properties winning tax court cases that reduce the property's valuation, reducing the property tax received by the Park Board. Eventually the reduced valuations will be incorporated into the tax levy, and the Park Board will receive its budgeted property tax amount. It is unclear how the 2024 second half property tax payment will be affected, but Property Taxes will end the year considerably under budget.

Local Government Aid

Local Government Aid (LGA) is projected to provide 9.5 percent of 2024 revenue. The State Budget included the 2024 City of Minneapolis LGA allocation of \$81.5 million. The NPP20 Ordinance provides for the transfer of 11.79% of this LGA to the Park Board. The Park Board expects to receive its budgeted amount of 2024 LGA.

Fees, Fines and Other Revenue

Fees, fines and other revenue provide 10.2 percent of projected revenue. Revenues are projected to end the year under budget due to reduced state and local funding, and donations under budget.

American Rescue Plan Act (ARPA)

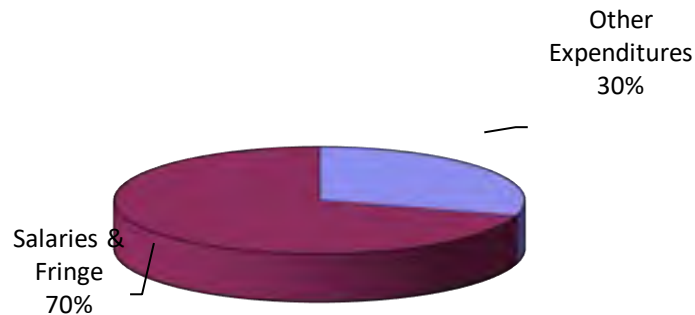
ARPA funding is being received through the City of Minneapolis to fund investment in the Youth of Minneapolis. The Park Board received ARPA funding over the budgeted amount in 2023, causing the 2024 payment to be under budget. The final allocation of ARPA funding has been received.

General Fund Expenditures

As of September 30, 2024, actual expenditures totaled \$74.8 million, up 2.6 percent from the \$72.9 million spent in the first half of 2023. Projected year end expenditures are \$102.1 million, \$1.1 million under budget.

Expenditures by Major Category

	2023			2024			
	Actual Year-End	Actual As of 9/30	Percent Expended	Current Budget	Actual As of 9/30	Percent Expended	Projected Year End
Salaries & Fringe	\$68,678,864	\$51,971,636	75.7%	\$74,518,624	\$54,445,031	73.1%	\$71,976,331
Other Expenditures	29,451,856	20,893,092	70.9%	28,649,809	20,313,602	70.9%	\$30,130,820
Total Expenditures	\$98,130,720	\$72,864,728	74.3%	\$103,168,433	\$74,758,633	72.5%	\$102,107,151



Salaries and Fringe Benefits

Salaries and fringe benefits are 73.1 percent expended with 75 percent of the year elapsed. Hiring and staffing levels have increased from 2023, especially seasonal staffing.

Other Expenditures

Other expenditures include materials, supplies, contractual services and capital outlay. Other expenditures are 70.9 percent expended with 50 percent of the year elapsed. Transfers to Capital Projects will take place in the fourth quarter. The Park Board is experiencing the effects of inflation, especially in utilities and supplies, and will end the year over budget in other expenditures.

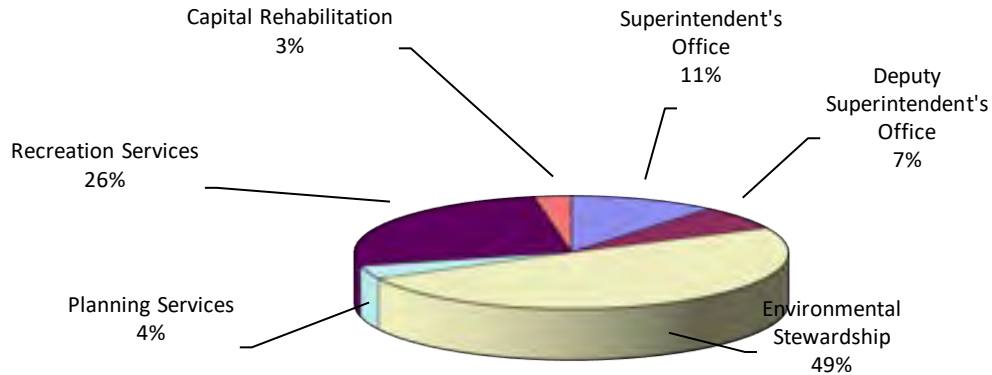
Expenditures by Service Area

	2023			2024			
	Actual Year End	Actual As of 9/30	Percent Expended	Current Budget	Actual As of 9/30	Percent Expended	Projected Year-End
Operating Departments							
Superintendent's Office							
Superintendent's Office	\$1,002,762	\$732,526	73.1%	\$902,811	\$759,003	84.1%	\$902,335
Board of Commissioners	1,135,110	745,825	65.7%	838,343	761,349	90.8%	1,161,209
Communications & Marketing	1,042,640	788,083	75.6%	1,145,410	756,751	66.1%	1,054,673
Community Connections & Violence Prevention	848,451	582,469	68.7%	1,211,612	715,807	59.1%	980,213
Park Police	6,638,680	4,958,680	74.7%	7,529,516	5,314,188	70.6%	7,516,792
Deputy Superintendent's Office							
Deputy Superintendent's Office	595,439	432,974	72.7%	707,282	527,608	74.6%	707,057
Finance	1,507,684	1,098,056	72.8%	1,632,855	1,139,066	69.8%	1,591,711
Human Resources	1,334,281	944,476	70.8%	1,542,075	1,233,342	80.0%	1,540,324
Visitor Services	1,580,238	1,199,126	75.9%	1,892,705	1,213,051	64.1%	1,607,715
City Management Fee, Contributions & Other	2,015,392	1,108,825	55.0%	1,672,573	1,588,965	95.0%	1,670,264
Environmental Stewardship							
Forestry	10,884,708	8,193,478	75.3%	11,080,470	8,425,707	76.0%	11,076,548
Asset Management	32,702,584	24,287,934	74.3%	34,749,961	25,489,622	73.4%	34,485,920
Environmental Management	5,195,432	4,022,502	77.4%	4,825,941	3,810,128	79.0%	4,797,157
Planning Services							
Design & Project Management	2,014,260	1,501,827	74.6%	2,128,988	1,570,896	73.8%	2,127,270
Strategic Planning	1,663,509	1,191,459	71.6%	1,699,581	1,274,076	75.0%	1,698,595
Recreation Services							
Athletic Programs & Aquatics	3,315,949	2,715,414	81.9%	3,745,983	2,858,055	76.3%	3,595,417
Youth & Recreation Center Programs	21,834,669	16,181,074	74.1%	23,043,395	16,957,693	73.6%	22,775,019
Total Operating Expenditures	\$95,311,788	\$70,684,728	74.2%	\$100,349,501	\$74,395,307	74.1%	\$99,288,219
Capital							
Pay-as-You-Go-Rehabilitation	2,818,932	2,180,000	77.3%	2,818,932	363,326	12.9%	2,818,932
Total Capital Expenditures	\$2,818,932	\$2,180,000	77.3%	\$2,818,932	\$363,326	12.9%	\$2,818,932
Total General Fund	\$98,130,720	\$72,864,728	74.3%	\$103,168,433	\$74,758,633	72.5%	\$102,107,151

Operating Departments

Operating department budgets are monitored closely throughout the year and adjustments are made, if necessary, to ensure budget targets are met. Board of Commissioners is expected to exceed budget at the end of 2024 due to legal fees.

Expenditures by Division and Capital



General Fund Balance

The 2024 year-end fund balance is estimated to be \$3.4 million, \$1,032,057 lower than the end of 2023.

	2023			2024			
	Actual Year-End	Actual As of 6/30	Percent Recognized	Current Budget	Actual As of 6/30	Percent Recognized	Projected Year End
Total Revenue	\$97,506,824	\$51,528,271	52.8%	\$103,168,433	\$53,650,436	52.0%	\$101,075,094
Total Expenditures	98,130,720	72,864,728	74.3%	103,168,433	74,758,633	72.5%	102,107,151
Revenue Over/(Under) Expenditures	(\$623,896)	(\$21,336,458)		\$0	(\$21,108,197)		(\$1,032,057)

General Fund Balance

Park Board financial policy requires the General Fund balance to be maintained at a level of 5 percent of the current year adopted expenditure appropriation to provide financial reserves for unanticipated one-time expenditures, revenue shortfalls, and/or emergency needs. Based on un-audited figures, the year-end 2024 balance is estimated at \$3.4 million, which is 3.3 percent of the current year adopted expenditure appropriation. This fund balance is below the financial policy requirements by \$1.7 million.

2024 Projected General Fund Year-End Fund Balance

Fund Balance, January 1, 2024	4,450,755
Projected Revenues in Excess of Expenditures	<u>(1,032,057)</u>
Projected Fund Balance, December 31, 2024	3,418,698
 Fund Balance Requirement (5%)	 <u>5,158,422</u>
 Fund Balance Below Requirement	 <u>(\$1,739,723)</u>

The projections in this report are based on estimates and unforeseen changes in revenue or expenditures could cause actual results to vary considerably from the projected year-end results.

Special Revenue - Natural Areas Management Fund

Fund Description

The Natural Areas Management fund supports the Environmental Management Department's restoration, expansion, and management of the park system's natural areas. It provides additional capacity to support natural area volunteers and increases the Natural Resources workgroup's ability to conduct field operations through staffing, contracted services and allocations for materials and supplies. This fund supports the organizational goals to increase the acreage and meet the restoration goals of the park system's Managed Natural Areas.

	2024			
	Current Budget	Actual As of 9/30	Percent Recognized	Projected Year-End
Revenues	\$500,000	\$375,000	75.0%	\$500,000
Expenses	500,000	275,341	55.1%	385,845
Net Income	\$0	\$99,659		\$114,155

Natural Areas Management

An ongoing annual allocation of \$500,000 of State operations and maintenance funding provides the revenue for Natural Areas Management. Expenses are projected to end the year under budget as staff is being hired and the program is being built.

Fund Balance

Prior unspent funding was brought into the fund at the beginning of 2024. The projected net income of \$114,155 will be maintained in the fund balance, and reserved for future Natural Areas Management expenses.

Natural Areas Management Projected 2024 Year-End Fund Balance

Fund Balance 1/1/2024	\$470,720
Revenues in Excess of Expenditures	<u>114,155</u>
Fund Balance 12/31/2024	<u><u>\$584,875</u></u>

Enterprise Fund

Fund Description

The Enterprise Fund is a self-supporting fund established to account for all business-type operations of the Park Board including golf courses, concessions, ice arenas, permits and parking. Operating income from operations is reserved for capital rehabilitation, construction or improvements and debt service.

Enterprise Fund by Service Area

	2023			2024			
	Actual		Percent Recognized	Current Budget	Actual As of 9/30	Percent Recognized	Projected Year-End
	Year End	As of 9/30					
Golf							
Revenues	\$9,228,460	\$8,395,683	91.0%	\$8,718,441	\$8,414,264	96.5%	\$9,319,207
Expenses	8,299,538	6,290,305	75.8%	7,947,338	7,101,850	89.4%	9,124,703
Net Income	\$928,922	\$2,105,378		\$771,103	\$1,312,414		\$194,504
Use & Events Permitting							
Revenues	\$830,183	\$530,874	63.9%	\$1,334,312	\$676,142	50.7%	\$1,105,795
Expenses	954,977	790,864	82.8%	1,155,461	882,410	76.4%	1,123,365
Net Income	(\$124,794)	(\$259,990)		\$178,851	(\$206,268)		(\$17,570)
Concessions							
Revenues	\$1,422,691	\$1,040,337	73.1%	\$1,425,328	\$1,084,346	76.1%	\$1,466,723
Expenses	339,955	220,293	64.8%	474,045	315,188	66.5%	438,989
Net Income	\$1,082,736	\$820,044		\$951,283	\$769,158		\$1,027,734
Parking							
Revenues	\$2,300,507	\$1,966,873	85.5%	\$2,579,715	\$2,169,353	84.1%	\$2,537,333
Expenses	485,675	290,982	59.9%	771,854	385,389	49.9%	604,303
Net Income	\$1,814,832	\$1,675,891		\$1,807,861	\$1,783,964		\$1,933,030
Ice Arenas							
Revenues	\$1,528,445	\$1,143,765	74.8%	\$1,391,279	\$1,235,475	88.8%	\$1,620,155
Expenses	1,608,920	1,093,498	68.0%	1,381,920	1,248,670	90.4%	1,773,142
Net Income	(\$80,475)	\$50,267		\$9,359	(\$13,195)		(\$152,987)
Sculpture Garden & Cowles Conservatory							
Revenues	\$217,323	\$190,270	87.6%	\$195,000	\$174,781	89.6%	\$218,450
Expenses	338,531	242,286	71.6%	386,090	239,984	62.2%	336,229
Net Income	(\$121,208)	(\$52,016)		(\$191,090)	(\$65,203)		(\$117,779)
Water Works							
Revenues	\$620,949	\$439,563	70.8%	\$320,000	\$333,830	104.3%	\$532,226
Expenses	482,904	309,240	64.0%	641,597	388,189	60.5%	555,605
Net Income	\$138,045	\$130,323		(\$321,597)	(\$54,359)		(\$23,379)

Enterprise Fund by Service Area (Continued)

	2023			2024			
	Actual		Percent Recognized	Current Budget	Actual As of 9/30	Percent Recognized	Projected Year-End
	Year End	As of 9/30					
Total Operating Income							
Revenues	\$16,148,558	\$13,707,366	84.9%	\$15,964,075	\$14,088,191	88.2%	\$16,799,889
Expenses	\$12,510,500	\$9,237,468	73.8%	\$12,758,305	\$10,561,680	82.8%	\$13,956,336
Net Income	\$3,638,058	\$4,469,898		\$3,205,770	\$3,526,511		\$2,843,553
Non-Operating Revenue							
Transfer	\$302,995	\$266,224	87.9%	\$0	\$0	0.0%	\$0
Total Non-Operating Revenue	\$302,995	\$266,224		\$0	\$0		\$0
Non-Operating Expenses							
Improvements	\$5,017,993	\$3,785,092	75.4%	\$1,785,000	\$635,574	35.6%	\$1,588,935
MERF Payment	\$141,773	\$106,330	75.0%	\$141,773	\$106,330	75.0%	\$141,773
Debt Service	1,284,375	\$97,163	7.6%	\$1,278,500	\$81,725	6.4%	1,278,500
Total Non-Operating Exp	\$6,444,141	\$3,988,585		\$3,205,273	\$823,629		\$3,009,208
Income after Non-Operating Expenses	(\$2,503,088)	\$747,537		\$497	\$2,702,882		(\$165,655)

Golf Operations

Golf courses had an early start in 2024, opening during the winter. The spring and summer were rainy, impacting rounds played. However, fee increases instituted in 2024 have increased revenue over the same point in 2023. Golf courses have also been subject to inflation on goods and services and contract settlements, increasing expenses. To the end of 2024, golf operations is projected to have net income of \$194,504, under budget by \$576,599.

Use & Events Permitting

The number of permitted events returning to pre-pandemic levels, and the addition of large scale events like the Basilica Block Party have helped increase revenue above 2023 levels. To the end of 2024, Use & Events Permitting is projected to have a net loss of (\$17,570), under budget by \$196,421.

Concessions

Concessions are operating and business has returned to normal levels, although wet weather and storms have affected operations. To the end of 2024, concessions net income is projected to be \$1,027,734, exceeding budget by \$76,451.

Parking

Parking operations include revenue collection and maintenance of on-street single-space parking meters, multi space pay and display machines, patron parking permit sales and event parking. To the end of 2024, parking operations is projected to have net income of \$1,933,030, over budget by \$76,451.

Ice Arenas

Ice arena operations consist of the Parade and Northeast Ice Arenas. Ice Arena revenue and expenses are both projected to end the year over budget, with expenses continuing to be impacted by repair costs. To the end of 2024, ice arena operations is projected to have a net loss of (\$152,987), under budget by \$162,346.

Sculpture Garden & Cowles Conservatory

The Sculpture Garden revenue is from parking and events. To the end of 2024, the Sculpture Garden is projected to have a loss of (\$65,203), over budget by \$73,311.

Water Works

Water Works revenue is projected to exceed budget as the restaurant continues to be successful, but will be lower than 2023 due to a renegotiated contract with the vendor. Expenses are projected to be under budget, but higher than 2023 as more staff is hired and maintenance becomes more familiar with the needs of Water Works. To the end of 2024, Water Works is projected to have a net loss of (\$23,379), over budget by \$298,218.

Enterprise Operating Income

Operating income is the difference between operating revenues and operating expenses. Operating income in 2024 is projected to be \$2,843,553, under budget by \$362,217 due to increased expenses in Golf.

Operating income is used for facility improvements, debt service, and the MERF pension plan payment. Improvements planned for 2024 include Golf Simulators at Columbia, Gross Golf storage building, Ice Arenas Market and Feasibility Study, Golf Clubhouse and irrigation improvements, and emergency repairs.

Enterprise Fund Projected 2024 Year-End Reserve for Renewal and Replacement

Reserve Balance 1/1/2024	\$3,344,161
Expenditures in Excess of Revenues	<u>(165,655)</u>
Reserve Balance 12/31/2024	\$3,178,506

Stormwater Enterprise Fund

Fund Description

The Stormwater Enterprise Fund is a self-supporting fund established to account for MPRB stormwater operations. Stormwater operations provides water quality and stormwater monitoring in MPRB and City lakes and water bodies and education services to community members about the importance of water quality. It will also enhance management of the MPRB's portion of the storm sewer system and stormwater best management practices. These items are all associated with compliance with NPDES permit requirements on parkland.

	2024			
	Current	Actual	Percent	Projected
	Budget	As of 9/30	Recognized	Year-End
Revenues	\$1,324,000	\$995,654	75.2%	\$1,327,450
Expenses	1,324,000	587,781	44.4%	959,298
Net Income	\$0	\$407,873		\$368,152

Stormwater Operations

A stormwater charge through the City of Minneapolis Stormwater Utility Fee provides revenue for the Stormwater Enterprise Fund. Stormwater expenses are projected to end the year under budget as staff is being hired and the program is being built.

Fund Balance

The projected net income of \$368,152 will be maintained in the Stormwater Enterprise fund balance, and is reserved for future Stormwater Operations expenses.

Enterprise Stormwater Operations Projected 2024 Year-End Fund Balance

Fund Balance 1/1/2024	\$0
Revenues in Excess of Expenditures	<u>368,152</u>
Fund Balance 12/31/2024	<u><u>\$368,152</u></u>

Internal Service Funds

Summary

The Internal Service Funds provide accounting for equipment fleet, information technology and self-insurance services to Park Board departments.

	2023			2024			
	Actual		Percent	Current	Actual	Percent	Projected
	Year End	As of 9/30	Recognized	Budget	As of 9/30	Recognized	Year-End
Equipment							
Revenues	\$6,538,165	\$5,028,326	76.9%	\$6,435,276	\$4,776,871	74.2%	\$6,477,258
Expenses	\$6,813,271	\$5,472,748	80.3%	\$6,435,276	\$4,857,708	75.5%	6,692,744
Net Income	(\$275,106)	(\$444,422)		\$0	(\$80,837)		(\$215,486)
Information Technology Services							
Revenues	\$2,807,280	\$2,105,289	75.0%	\$3,083,542	\$2,312,657	75.0%	\$3,083,542
Expenses	\$2,795,550	\$2,257,416	80.8%	\$3,137,542	\$2,191,333	69.8%	3,101,643
Net Income	\$11,730	(\$152,127)		(\$54,000)	\$121,324		(\$18,101)
Self-Insurance							
Revenues	\$2,483,226	\$1,708,177	68.8%	\$2,039,000	\$1,619,467	79.4%	\$2,129,217
Expenses	\$3,606,532	\$1,408,145	39.0%	\$2,039,000	\$1,105,486	54.2%	1,949,560
Net Income	(\$1,123,306)	\$300,032		\$0	\$513,981		\$179,657

Equipment

Equipment rental is charged to Park Board departments for use of equipment owned by the Park Board. Equipment is becoming more available (at higher prices), and delayed purchases continue to be caught up. Expenses are expected to end the year over budget due to equipment orders from 2022 and 2023 now being received. At the end of 2023 the equipment reserve balance was \$2.2 million. The projected 2024 year-end equipment reserve balance is \$2.0 million.

Information Technology Services

Park Board departments are charged an annual fee for the use and service of computer workstations and access to the Park Board network. Equipment purchases are expected in the final quarter of 2024. At the end of 2023 the Information Technology Services equipment reserve balance was \$798,891. The projected 2024 year-end Information Technology Services equipment reserve balance is \$780,790.

Self-Insurance

Self-Insurance premiums are collected from Park Board departments to fund activities including workers compensation; property, fire and vandalism insurance; and general, automotive and police professional liability. Self-Insurance revenues are expected to end the year at budget while expenses are expected to end the year under budget, although expenses are dependent on the number and amount of claims paid out. At the end of 2023 the Self-Insurance net asset balance was \$6.6 million. The projected 2024 year-end Self-Insurance net asset balance is \$6.7 million.

Equipment Services Equipment Reserve Balance

The Internal Service Fund equipment reserve at year-end 2023 was \$2.2 million. During 2024, expenditures are projected to exceed revenues by \$215,486, leaving the equipment reserve balance at \$2.0 million.

2024 Projected Internal Service Fund Year-End Equipment Reserve Balance

Working Capital January 1, 2024	\$2,234,037
Equipment Services expenditures in excess of revenues	<u>(215,486)</u>
Working Capital December 31, 2024	\$2,018,551

Information Technology Services Equipment Reserve Balance

The Internal Service Fund information technology services equipment reserve at year-end 2023 was \$798,891. During 2024, expenses are projected to exceed revenues by \$18,101, leaving the equipment reserve balance at \$780,790.

2024 Projected Internal Service Fund Year-End Information Technology Equipment Reserve Balance

Working Capital January 1, 2024	\$798,891
ITS expenditures in excess of revenues	<u>(18,101)</u>
Working Capital December 31, 2024	\$780,790

Self-Insurance Fund Net Asset Balance

The Self-Insurance Fund net asset balance at year-end 2023 was \$6.6 million. During 2024, revenues are projected to exceed expenses by \$179,657, increasing the net asset balance to \$6.7 million.

2024 Projected Self Insurance Fund Year-End Net Asset Balance

Working Capital January 1, 2024	\$6,556,949
Self Insurance Fund revenue in excess of expenditures	<u>179,657</u>
Working Capital December 31, 2024	\$6,736,606



Resolution 2024-262

RESOLUTION APPROVING AN AMENDED JOINT POWERS AGREEMENT, INCLUDING CHANGING THE NAME TO A COOPERATIVE AGREEMENT, BETWEEN THE MINNEAPOLIS PARK AND RECREATION BOARD, THE CITY OF MINNEAPOLIS, AND THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY FOR THE MIDTOWN GREENWAY, PENDING DESIGNATION AS A METROPOLITAN PARKS REGIONAL TRAIL

Whereas, The Minneapolis Park and Recreation Board (MPRB) is the steward of the Minneapolis park and trail system;

Whereas, MPRB is identified by the Metropolitan Council (The Council) as the Implementing Agency responsible for regional parks and trails within Minneapolis;

Whereas, The Council established the Midtown Greenway as a Regional Trail Search Corridor in the 2040 Regional Parks Policy Plan, adopted in 2020;

Whereas, Hennepin County Regional Railroad Authority (HCRRA) or the City of Minneapolis (City), depending on the trail segment, is the underlying landowner of the Midtown Greenway and the City operates the trail;

Whereas, MPRB launched a regional trail planning process in 2022 to fulfill an administrative requirement to bring the Midtown Greenway into the regional park system;

Whereas, A Joint Powers Agreement (JPA) between owner, operator, and implementing agency is required, in addition to a long-range plan, for regional status approval by the Metropolitan Council;

Whereas, On March 20, 2024, the Board of Commissioners approved a JPA between the MPRB, the City, and the HCRRA for the Midtown Greenway pending designation as a Metropolitan Parks regional trail;

Whereas, Moving through the City and HCRRA approval processes resulted in amendments to the approved JPA;

Whereas, One of the amendments is for the JPA to be titled a Cooperative Agreement;

Whereas, The amendments to the approved JPA align with the general content and intent in the JPA as approved by the Board of Commissioners;



Whereas, The amended version of the JPA is that which was approved by the City and the HCRRA; and

Whereas, This resolution is supported in Parks for All, the MPRB Comprehensive Plan 2021-2036, under Goal 4: “Work from our strengths and determine our role in partnerships” and Goal 5: “Expand focus on health equity;”

RESOLVED, That the Board of Commissions approves an amended Joint Powers Agreement, including changing the name to a Cooperative Agreement, between the Minneapolis Park and Recreation Board, the City of Minneapolis, and the Hennepin County Regional Railroad Authority for the Midtown Greenway, pending designation as a Metropolitan Parks Regional Trail; and

RESOLVED, That the President and Secretary of the Board are authorized to take all necessary administrative actions to implementation this resolution.



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning

DATE: 4 December 2024

SUBJECT: RESOLUTION APPROVING AN AMENDED JOINT POWERS AGREEMENT, INCLUDING CHANGING THE NAME TO A COOPERATIVE AGREEMENT, BETWEEN THE MINNEAPOLIS PARK AND RECREATION BOARD, THE CITY OF MINNEAPOLIS, AND THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY FOR THE MIDTOWN GREENWAY, PENDING DESIGNATION AS A METROPOLITAN PARKS REGIONAL TRAIL

BACKGROUND

On March 20, 2024, the Board of Commissioners approved a Joint Powers Agreement (JPA) between the City of Minneapolis (City), the Hennepin County Regional Railroad Authority (HCRRA), and the Minneapolis Park and Recreation Board (MPRB). Approval of this JPA advanced concurrently through the City and the HCRRA approval process. In moving through those approval processes, some amendments were made to the JPA that was approved by the Board on March 20, 2024. These amendments align with the general content and intent in the approved JPA. However, staff believe that the changes are substantial enough to require further Board action. The changes focus on providing additional clarification and details primarily related to agency responsibilities, coordination, and communication. Some language has also either been consolidated or may have been relocated to better connect to some of the additional language. A summary of changes includes:

- Addition of an Operations Committee for coordination
- Additional details under Duties and Responsibilities
- Consolidation of termination language
- Addition of a Coordinate Communications section
- Agreement name change
- Exhibit A update

This action considers approving an amended JPA, (*Attachment A*), between the City, HCRRA, and MPRB for the Midtown Greenway, pending designation as a regional trail. The amended JPA that is being considered in this action has been approved through the City and the HCRRA approval process. An approved agreement by owner, operator, and implementing agency is a requirement for advancing a regional trail application to the Metropolitan Council for the



Midtown Greenway, in addition to the long-term regional trail plan. If the amended JPA were not to be approved or substantially amended through this approvals process, it may require additional discussion and another round of approvals by the City and the HCRRA, which would delay the process to bring the Midtown Greenway into the regional park and trail system.

The amended Joint Powers Agreement has been reviewed and approved by legal counsel as to form and content.

PREVIOUS BOARD ACTIONS

March 20, 2024	Resolution 2024-61: RESOLUTION APPROVING A JOINT POWERS AGREEMENT BETWEEN THE MINNEAPOLIS PARK AND RECREATION BOARD, THE CITY OF MINNEAPOLIS, AND THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY FOR THE MIDTOWN GREENWAY PENDING DESIGNATION AS A METROPOLITAN PARKS REGIONAL TRAIL

RECOMMENDATION

Staff recommends that the Board of Commissions approve an amended Joint Powers Agreement, including changing the name to a Cooperative Agreement, between the Minneapolis Park and Recreation Board, the City of Minneapolis, and the Hennepin County Regional Railroad Authority for the Midtown Greenway, pending designation as a Metropolitan Parks Regional Trail pending designation as a Metropolitan Parks Regional Trail.

This action is supported by the following goals and strategies in Parks for All, the MPRB Comprehensive Plan, 2021-2036:

Goal:

- 04. Work from our strengths and determine our role in partnerships
- 05. Expand focus on health equity

Strategy:

- 4.8: Create system-wide connections to and through parks for pedestrians, cyclists, and transit riders based on master plans and in collaboration with agency partners.
- 5.3: Support year-round, multimodal, vehicular, non-motorized, and shared mobility options that create safe recreation and commuter access to and through parks and the Grand Rounds through infrastructure, filling trail gaps, traffic calming, maintenance, promotion, crash reduction, and education on trail protocols.

Attachments:

Attachment A – Amended Joint Powers Agreement Between MPRB, City, and HCRRA for Midtown Greenway

ARA: 11/22/24 2:00 PM

MJS: 11/25/2024 11:50 AM

Jbr 12.4.2024

JOINT POWERS COOPERATIVE AGREEMENT

The parties to this agreement (“Agreement”) are the Hennepin County Regional Railroad Authority (HCRRA), the City of Minneapolis (City), and the City of Minneapolis, acting by and through its Park and Recreation Board (MPRB) (hereinafter collectively “the Parties”).

Purpose

This is a ~~joint powers~~cooperative agreement pursuant to Minn. Stat. § 471.59. The purpose of this agreement is to set forth the roles of the HCRRA, the City, and the MPRB with respect to the Midtown Greenway if it receives designation as a Metropolitan Parks Regional Trail pursuant to an adopted Midtown Greenway Regional Trail Plan.

Recitals

- A. The Midtown Greenway (“Greenway”) is a recreational trail for pedestrians, bicyclists, in-line skaters, and other non-motorized recreational uses, which is primarily on land owned by the HCRRA and currently maintained by the City pursuant to a permit agreement between the HCRRA and the City (the “Permit Agreement”, attached hereto as Exhibit B). The Greenway also encompasses land owned by the City and by the MPRB.
- B. The Parties seek to designate the Greenway as a Metropolitan Parks Regional Trail as determined by the Metropolitan Council pursuant to Minn. Stat. § 473.147. Obtaining the designation for the Greenway as a Regional Trail is necessary to access state and regional park and trail funds for the Greenway.
- C. The Parties intend that such funding be used for user-friendly, lower-cost and less capital-intensive amenities related to the Greenway (“Trailside Amenity”), including but not limited to wayfinding, drinking fountains, portable restroom enclosures, picnic tables, and ~~community gardens~~landscaping, and sustainability improvements.
- D. Upon designation of the Greenway as a Regional Trail, this ~~Joint Powers~~ Agreement, together with the Permit Agreement and other relevant agreements among the Parties, will govern the roles of each of the Parties with respect to the Trailside Amenities.

Now, therefore, the Parties agree as follows:

1. ~~Term: The term of this~~ This Agreement shall be effective when fully executed by the Parties and shall continue for as long as the Greenway remains in the Metropolitan Parks Regional Park and Trail System, unless otherwise terminated pursuant to this Agreement. ~~Should any party decide to terminate their involvement in this agreement, it must provide 180-~~

~~day notice to the other parties in the agreement. Upon dissolution of this agreement, any amenity paid for with regional funding, on City or HCRRA land, that have not reached the end of their lifespan must remain until the end of its lifespan (see Exhibit C).~~

2. Operations Committee.

2.1 Membership. Each of the Parties shall appoint a representative to an Operations Committee. Operations Committee members shall be the Superintendent of the MPRB and/or designees, the City of Minneapolis Director of Public Works and/or designees, and HCRRA's Executive Director and/or designees.

2.2 Operations Committee duties. The Committee shall meet at least once annually at dates and times agreed upon by the Parties to discuss:

- a. Approval of the type, design review, funding, installation, maintenance, and ownership of any Trailside Amenity, as required by Section 3.1.2(c). Approval cannot be granted without agreements for maintenance and ownership.
- b. Recommendation of modifications to this Agreement, if any.
- c. Other operational discussion items.

23. Duties and Responsibilities

2.1 — All Parties

~~**2.1.1** — All Parties shall approve the type, design review, funding, installation, maintenance, and ownership of any Trailside Amenity, as defined in Section 2.2 below, prior to installation of a Trailside Amenity. If no Party agrees to maintain a Trailside Amenity, it will not be implemented.~~

2.23.1 MPRB

~~**2.2.13.1.1**~~ The MPRB shall receive from the Metropolitan Council any funding for capital purposes based upon the designation of the Greenway as a Regional Trail.

~~**2.2.23.1.2**~~ The MPRB shall dedicate a portion of these funds through its capital improvement program to the Trailside Amenities identified in the Midtown Greenway Regional Trail Plan (attached hereto as Exhibit A), subject to the following requirements:

- a. As a regional facility, the Midtown Greenway shall be allocated regional parks and trails capital funds, calculated as an average across any given six-year capital improvement plan cycle, as defined in PB 18-3. Allocations to specific parks shall be determined based on a criteria-based equity ranking, calculated as defined in PB 18-4.

~~a.b.~~ Trailside Amenity shall consist of ~~Wayfinding, landscaping, and sustainability improvements~~, or shall be located in an Amenity Zone, as those terms are defined and depicted in Exhibit A.

~~b.c.~~ Trailside Amenities funded pursuant to this Agreement are subject to the approval of ~~all parties~~ the Operations Committee as provided in Section ~~2.1.1-2.2(a)~~.

~~c.d.~~ No Trailside Amenity shall be installed on the land of a Party without the consent of that Party.

~~2.2.33.1.3~~ The MPRB shall construct the Trailside Amenities it designates for funding using Metropolitan Council funds and shall secure all permits necessary for such construction.

~~2.2.43.1.4~~ The MPRB shall own and maintain Trailside Amenities constructed on land owned by the MPRB, and all park assets within areas designated by MPRB as neighborhood park areas within the regional boundary.

~~2.2.53.1.5~~ MPRB shall administer park counts along the trail for the annual use estimate for Metropolitan Council in coordination with agency partners.

2.33.2 HCRRA and the City

~~2.3.13.2.1~~ HCRRA and the City shall provide for the continued maintenance and operation of the Greenway as provided in the Permit Agreement, any future amendments thereto, and/or any related future agreements.

~~2.3.23.2.2~~ Each of HCRRA and the City shall provide for the ownership and maintenance of any Trailside Amenities located on land it owns through a permit or other formal agreement process.

~~2.3.33.2.3~~ To the extent that HCRRA or the City possesses any trail use data, including counts for any permitted special events, it shall provide such data to MPRB upon request, in a timely fashion. MPRB will submit this data to Metropolitan Council for the development of the annual use estimate report.

~~2.3.43.2.4~~ ~~Notify all Parties~~ Each of HCRRA and the City shall notify the Operations Committee of any ownership or operations changes in a timely fashion.

3.4. **Consideration.** The obligations of the Parties under this agreement form valuable consideration for the activities encompassed under the agreement.

4.5. **Independent Relationship.** HCRRA, the City, and MPRB are independent entities in performing any action or discharging any obligation under this agreement. No manager, officer,

employee, representative, agent, contractor, or consultant of any party acts in any respect as the agent or representative of another. Nothing in this agreement constitutes the agreement of any party to be liable for an act of omission of another within the meaning of Minnesota Statutes § 471.59, subdivision 1a(a). This agreement does not create a joint powers board under Minnesota Statutes § 471.59, subdivision 11.

5.6. Dispute Resolution. In the event any Party believes that there has been an incorrect interpretation of a term or condition of this Agreement, another Party has failed to perform an obligation under this Agreement, or there has otherwise been a violation of this Agreement, the dispute shall be directed to ~~all Parties~~ the Operations Committee for resolution.

6.7. Liability and Indemnification. Each ~~party~~ Party shall be responsible for its own acts and the results thereof and not for the acts of the other ~~party~~ Parties. Each Party shall defend, indemnify, and hold harmless the other Parties, their present and former officials, officers, agents, volunteers and employees from any liability, claims, causes of action, judgments, damages, losses, costs, or expenses, including attorney's fees, resulting directly or indirectly from any act or omission of the indemnifying party, its contractors, anyone directly or indirectly employed by it, and/or anyone for whose acts and/or omissions they may be liable in the performance of this Agreement, and against all loss by reason of the failure of the indemnifying party to perform any obligation under this Agreement. Liability of each Party is governed by the provisions of Minnesota Statutes Chapter 466 and other applicable law. Nothing herein shall be construed as a waiver by either party of any of the immunities and limitations to which either party may be entitled pursuant to Minnesota Statutes, or pursuant to any other state or federal law, rule, or regulation. Each party agrees to promptly notify the other party if it becomes aware of any potential claims arising out of the services to be provided under this Agreement.

7.8. Effective Date and Termination. ~~This Agreement is effective when fully executed by the Parties. It may be terminated by any Party upon 180~~ Any Party may terminate this Agreement is- 90- days written notice to the other Parties. Upon termination of this Agreement, any amenities paid for with regional funding, on City or HCRRA land, that have not reached the end of their lifespan must remain until the end of their lifespan (see Exhibit C) or be relocated in the vicinity. All obligations vesting before the expiration of this Agreement, specifically including but not limited to ~~Trailside Amenities~~ Sections 3.1.4, 3.2.2, 8, 11, and 12 shall survive termination.

8.9. Notice. Any written communication required under this agreement shall be addressed to the other Parties as follows, except that each Parties may change its address for notice by so notifying the other Parties in writing:

Hennepin County Regional Railroad Authority: HCRRA Deputy Executive Director
300 South Sixth Street, Suite A2303
Minneapolis, MN 55487

City of Minneapolis: City of Minneapolis Department of Public Works
Attn: Director of Public Works
City Hall, Room 203

350 S. 5th St
Minneapolis, MN 55415

Minneapolis Park & Recreation Board: MPRB Superintendent
2117 West River Road
Minneapolis, MN 55411

9.10. Assignment, Amendments, and Waiver

9.10.1 Assignment. No party to this Agreement may assign or transfer any rights or obligations under this Agreement without the prior consent of the other parties and an assignment agreement, executed and approved by the same Parties who executed and approved this Agreement or their successors in office.

9.210.2 Amendments. Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same Parties who executed and approved the original Agreement or their successors in office.

9.310.3 Waiver. If a party fails to enforce any provision of this Agreement, that failure does not waive the provision or its rights to enforce it.

10.11. Future Transportation Purposes. The Parties acknowledge that much of the Greenway is located on property acquired by HCRRA for transportation purposes including future rail transit use. Nothing in this Agreement shall prevent or limit the ability of HCRRA from relocating or modifying the trail within the corridor as HCRRA deems appropriate or necessary to accommodate such future transportation purposes.

11.12. Government Data Practices. The Parties must comply with the Minnesota Government Data Practices Act, Minn. Stat. ch. 13, as it applies to all data provided by the State under this agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by each Party under this agreement. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data referred to in this clause by either the State or the Parties.

13. Coordinate Communications. The Parties shall coordinate in creating any press releases, informational brochures, other publicity materials, or responses to media inquiries regarding the Trailside Amenities.

12.14. Recitals Incorporated. The recitals above are incorporated as binding terms of this agreement.

This AGREEMENT is hereby executed by the duly authorized representatives of the parties.

MINNEAPOLIS PARK & RECREATION BOARD

By: _____
Its: President

Date: _____

By: _____
Its: Secretary

Date: _____

Approved as to form:

Attorney for the Minneapolis Park & Recreation Board

CITY OF MINNEAPOLIS

APPROVED:

By: _____

Finance Officer or Designee

Date: _____

**REVIEWED BY
THE CITY ATTORNEY'S OFFICE:**

By: _____

Assistant/City Attorney

Date: _____

APPROVED:

By: _____

Department Head Responsible for
Contract Monitory for this Contract

Date: _____

HCRRA BOARD APPROVAL

**HENNEPIN COUNTY REGIONAL RAILROAD
AUTHORITY**

Reviewed by the County
Attorney's Office

Date: _____

STATE OF MINNESOTA

By: _____

Chair of Its Board

Date: _____

ATTEST: _____

Deputy/Clerk of County Board

Date: _____

By: _____

Executive Director

Date: _____

By: _____

Deputy Executive Director

Date: _____

Recommended for Approval:

Assistant Director, Transportation Project Delivery

Date: _____

Exhibits to be inserted:

Exhibit A: ~~Draft~~ Regional Trail Plan Maps

Exhibit B: Operations Permits between HCRRA and City

Exhibit C: Trailside Amenities Lifespan

The map displays the proposed Green Line extension in West Lake. The existing line is shown in blue, and the new extension is highlighted in green. The route starts from the existing line and extends north towards the 'BARTENY ZONE WEST LAKE'. A yellow rectangle marks the 'GREEN LINE WEST LAKE ST. STATION'. The map also shows surrounding streets and a north arrow in the bottom left corner.

SHARED USE TRAIL		EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION		EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY		PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY		WAYFINDING	
PARCEL BOUNDARY		SAFETY/ACCESSIBILITY	
STREETS		TRANSIT CONNECTIVITY	
HCRRA PROPERTY IN REGIONAL BOUNDARY		AMENITY ZONES	
HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY		ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY		PRAIRIE PLANTING	
MET COUNCIL PROPERTY		SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY		ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS	
WATER BODY			
BUILDINGS			

This map illustrates the proposed rail alignment through the City of Vancouver. The rail corridor is shown as a green line with a yellow centerline, running horizontally across the map. Key features include:

- Water Bodies:** False Creek and the Fraser River are shown in blue.
- Existing Roads:** Major roads like West 4th Avenue, West 5th Avenue, and West 6th Avenue are shown in grey.
- Proposed Rail Corridor:** A green line with a yellow centerline, labeled "PLANNED RAIL CORRIDOR".
- Station Locations:** Two red dots indicate the locations of proposed stations: one near the intersection of West 4th Avenue and the rail corridor, and another further east near the Fraser River.
- Topography:** The map shows the city's layout, including residential areas and green spaces.
- Scale and Orientation:** A scale bar at the bottom left indicates distances in meters (0, 100, 200). A north arrow is located at the bottom right.

SHARED USE TRAIL		EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION		EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY		PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY		WAYFINDING	
PARCEL BOUNDARY		SAFETY/ACCESSIBILITY	
STREETS		TRANSIT CONNECTIVITY	
HCRRA PROPERTY IN REGIONAL BOUNDARY		AMENITY ZONES	
HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY		ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY		PRAIRIE PLANTING	
MET COUNCIL PROPERTY		SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY		ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS	
WATER BODY			
BUILDINGS			

[illegible]

SHARED USE TRAIL		EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION		EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY		PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY		WAYFINDING	
PARCEL BOUNDARY		SAFETY/ACCESSIBILITY	
STREETS		TRANSIT CONNECTIVITY	
HCRRA PROPERTY IN REGIONAL BOUNDARY		AMENITY ZONES	
HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY		ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY		RAIRIE PLANTING	
MET COUNCIL PROPERTY		SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY		ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS	
WATER BODY			
BUILDINGS			

FIGURE 16: SEGMENT 4 - MIDTOWN GREENWAY REGIONAL TRAIL



PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, DUPONT TO COLFAX



PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, GARFIELD TO GRAND

KEY

SHARED USE TRAIL	EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION	EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY	PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY	WAYFINDING	
PARCEL BOUNDARY	SAFETY/ACCESSIBILITY	
STREETS	TRANSIT CONNECTIVITY	
HCRA PROPERTY IN REGIONAL BOUNDARY	AMENITY ZONES	
HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY	ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY	PRAIRIE PLANTING	
MET COUNCIL PROPERTY	SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY	ADOPTED PARK PLAN AREA OR	
WATER BODY	PLANNING IN PROGRESS	
BUILDINGS		



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, HARRIET TO GRAND



SHARED USE TRAIL		EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION		EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY		PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY		WAYFINDING	
PARCEL BOUNDARY		SAFETY/ACCESSIBILITY	
STREETS		TRANSIT CONNECTIVITY	
HCRRA PROPERTY IN REGIONAL BOUNDARY		AMENITY ZONES	
HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY		ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY		RAIRIE PLANTING	
MET COUNCIL PROPERTY		SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY		ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS	
WATER BODY			
BUILDINGS			



PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, 5TH TO 13TH

KEY

SHARED USE TRAIL

SHARED USE TRAIL - PROPOSED EXTENSION

REGIONAL TRAIL BOUNDARY

OTHER BIKEWAY

PARCEL BOUNDARY

STREETS

HCRRA PROPERTY IN REGIONAL BOUND

HCRRA PROPERTY OUTSIDE REGIONAL

BOUNDARY

MPRB PROPERTY

MET COUNCIL PROPERTY
CITY OF MINNEAPOLIS PROPERTY

CITY OF MINN

WATER BOD

BUILDINGS

EXISTING ACCESS POINTS

EXISTING PUBLIC ART

PROPOSED IMPROVEMENTS:

WAYFINDING

SAFETY/ACCESSIBILITY

TRANSIT CONNECTIVITY

AMENITY ZONES

ECOLOGICAL ENHANCE

PRAIRIE PLANTING

SAVANNA PLANTING

ADOPTED PARK PLAN AREA OR

**ADOPTED PARK PLAN AREA OR
PLANNING IN PROGRESS**

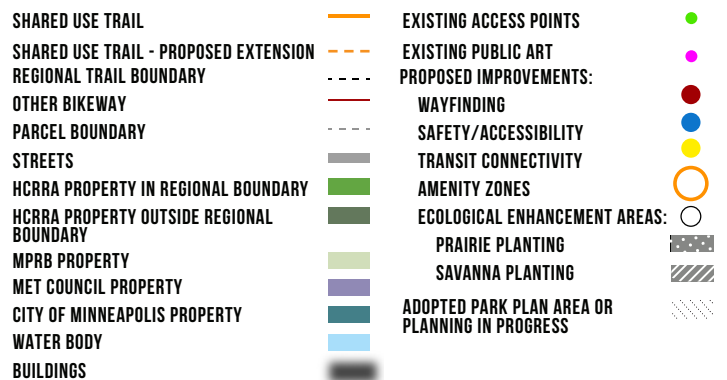
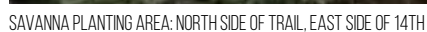


FIGURE 20: SEGMENT 8 - MIDTOWN GREENWAY REGIONAL TRAIL



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, CEDAR TO 28TH



SAVANNA PLANTING AREA: BOTH SIDES OF TRAIL, 28TH TO HIAWATHA

KEY

SHARED USE TRAIL	EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION	EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY	PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY	WAYFINDING	
PARCEL BOUNDARY	SAFETY/ACCESSIBILITY	
STREETS	TRANSIT CONNECTIVITY	
HCRA PROPERTY IN REGIONAL BOUNDARY	AMENITY ZONES	
HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY	ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY	PRAIRIE PLANTING	
MET COUNCIL PROPERTY	SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY	ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS	
WATER BODY		
BUILDINGS		



SAVANNA PLANTING AREA: BOTH SIDES OF TRAIL, EAST SIDE OF HIAWATHA

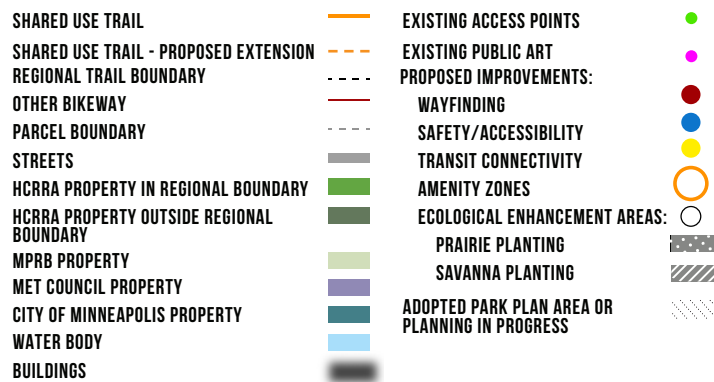


FIGURE 22: SEGMENT 10 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

SHARED USE TRAIL

SHARED USE TRAIL - PROPOSED EXTENSION

REGIONAL TRAIL BOUNDARY

OTHER BIKEWAY

PARCEL BOUNDARY

STREETS

HCRA PROPERTY IN REGIONAL BOUNDARY

HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY

MPRB PROPERTY

MET COUNCIL PROPERTY

CITY OF MINNEAPOLIS PROPERTY

WATER BODY

BUILDINGS

EXISTING ACCESS POINTS

EXISTING PUBLIC ART

PROPOSED IMPROVEMENTS:

WAYFINDING

SAFETY/ACCESSIBILITY

TRANSIT CONNECTIVITY

AMENITY ZONES

ECOLOGICAL ENHANCEMENT AREAS:

PRAIRIE PLANTING

SAVANNA PLANTING

ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS

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SHARED USE TRAIL		EXISTING ACCESS POINTS	
SHARED USE TRAIL - PROPOSED EXTENSION		EXISTING PUBLIC ART	
REGIONAL TRAIL BOUNDARY		PROPOSED IMPROVEMENTS:	
OTHER BIKEWAY		WAYFINDING	
PARCEL BOUNDARY		SAFETY/ACCESSIBILITY	
STREETS		TRANSIT CONNECTIVITY	
HCRRRA PROPERTY IN REGIONAL BOUNDARY		AMENITY ZONES	
HCRRRA PROPERTY OUTSIDE REGIONAL BOUNDARY		ECOLOGICAL ENHANCEMENT AREAS:	
MPRB PROPERTY		PRAIRIE PLANTING	
MET COUNCIL PROPERTY		SAVANNA PLANTING	
CITY OF MINNEAPOLIS PROPERTY		ADOPTED PARK PLAN AREA OR	
WATER BODY		PLANNING IN PROGRESS	
BUILDINGS			

Exhibit B

APPROVED BY CITY COUNCIL
JUL 8 1998

3948
mod 1

_____, 19____
City Clerk

Permit Agreement No. A09775

First Amendment

TO HCRRA PERMIT AGREEMENT A09775 AND BETWEEN THE HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY (Authority) AND THE CITY OF MINNEAPOLIS (City).

WITNESSETH:

WHEREAS, the Hennepin County Regional Railroad Authority (HCRRA) has invested in a transportation corridor paralleling Lake Street and lying between France Avenue and Hiawatha Avenue in the City of Minneapolis known as the 29th Street Rail Corridor (Corridor), principally for the purpose of implementing Light Rail Transit (LRT) and other permitted future transportation uses; and

WHEREAS, Hennepin County has identified this transportation corridor and its proposed transportation improvements as an integral part of a vision for long-range property value enhancements and business development known as Hennepin Community Works; and

WHEREAS, the Minneapolis neighborhoods adjoining this corridor, together with the City of Minneapolis (City), Hennepin County and HCRRA have named this Community Works project, the "Midtown Greenway"; and

WHEREAS, resolution 36-HCRRA-95 approved Agreement No. A09775 with the City of Minneapolis, providing for planning, engineering and bikeway construction in the 29th Street Rail Corridor, between France Avenue and Hiawatha Avenue in the City of Minneapolis, for an indefinite time period, at a Hennepin County Regional Railroad Authority (HCRRA) cost not to exceed \$304,200; and

WHEREAS, additional costs to construct retaining walls were found necessary to complete the design and construction of the bikeway; and

WHEREAS, \$45,800.00 of the additional costs of the retaining walls was found to be justified as necessary expense for the construction of a future Light Rail line in the corridor,

In consideration of the covenants by and between the parties, it is hereby agreed:

1. Authority hereby agrees to payment of \$45,800.00 as additional costs for construction of retaining walls, bringing its total not to exceed for Agreement A09775 to \$350,000.00 as shown in revised Exhibit A1 attached hereto.

IN WITNESS WHEREOF, the parties hereto have signed this Agreement as of _____

_____, 1998.

Hennepin County Regional Railroad Authority

Upon proper execution, this agreement
Will be legally valid and binding.

Mary J. [Signature]
Chair, Board of Commissioners
Date: _____

[Signature]
Assistant County Attorney
Date: 7/30/98

[Signature]
Executive Director
Date: 10-26-98

City of Minneapolis

[Signature]
Minneapolis City Attorney
Date: 8/27/98

[Signature]
ACTING Mayor
Date: _____

Approved as to execution:

[Signature]
Assistant County Attorney
Date: 10-26-98

[Signature]
Assistant/City Clerk
Date: _____

[Signature]
Minneapolis City Attorney
Date: _____

[Signature] 10/20/98
Finance Officer

Midtown Greenway Cost Estimate and Division of Cost:
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY, HENNEPIN COUNTY AND CITY OF MINNEAPOLIS

ITEM	HCRRA	HENNEPIN COUNTY	CITY OF MINNEAPOLIS	ISTEA
Master Plan: France-Hiawatha (Includes PE to I-35W)	\$ 50,000		\$ 100,000	\$ 0
Final Design/Construction Specs. (France to I-35W)	0		190,000	0
SUB-TOTAL	\$ 50,000		\$ 290,000	\$ 0
Construction of Bikeway ISTEA Project No. _____				
Clear and Grub	\$ 0		\$ 0	\$ 3,000
Pedestrian Trail	0		0	87,720
Bike Trail	0		0	176,000
Access	5,000		0	7,750
Fine Grading	0		0	50,000
Retaining Walls	245,000	962,500	0	35,500
Fence	0		0	69,000
Sign/Maps	0		0	23,800
Lighting	0		0	317,000
Site Furnishing	0		0	20,000
Erosion Control	0		0	15,000
Landscape	50,000		0	200,000
SUB-TOTAL	\$ 300,000	\$ 962,500	\$ 0	\$1,016,700
Total	\$350,000	\$ 962,500	\$290,000	\$1,016,700

Midtown Greenway Cost Estimate and Division of Cost:
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY AND CITY OF MINNEAPOLIS

Item	HCRRA	City of Minneapolis	ISTEA
Master Plan: France-Hiawatha (Includes PE to I-35W)	\$ 50,000	\$ 100,000	\$ 0
Final Design/Construction Spec's. (France to I-35W)	0	190,000	0
SUB-TOTAL	\$ 50,000	\$ 290,000	\$ 0
Construction of Bikeway ISTEA Project No. _____			
Clear and Grub	\$ 0	\$ 0	\$ 3,000
Pedestrian Trail	0	0	87,720
Bike Trail	0	0	176,000
Access	5,000	0	7,750
Fine Grading	0	0	50,000
Retaining Walls	199,200	0	35,500
Fence	0	0	69,000
Sign/Maps	0	0	23,800
Lighting	0	0	317,000
Site Furnishing	0	0	20,000
Erosion Control	0	0	15,000
Landscape	50,000	0	200,000
SUB-TOTAL	\$ 254,200	\$ 0	\$ 1,016,700
Total	\$ 304,200	\$ 290,000	\$ 1,016,700

130 1995

19
City Clerk

Permit Agreement

Contract No. A09775

72.60002

This Permit Agreement made and entered into by and between the HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY, a Minnesota political subdivision, Southwest Street Level, Government Center, 300 South Sixth Street, Minneapolis, Minnesota 55487-0016, hereinafter referred to as the "Authority," and the CITY OF MINNEAPOLIS, a Minnesota political subdivision, City Hall, 350 South Fifth Street, Minneapolis, Minnesota 55415, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the Hennepin County Regional Railroad Authority (HCRRA) has invested in a transportation corridor paralleling Lake Street and lying between France Avenue and Hiawatha Avenue in the City of Minneapolis known as the 29th Street Rail Corridor (Corridor), principally for the purpose of implementing Light Rail Transit (LRT) and other permitted future transportation uses; and

WHEREAS, Hennepin County has identified this transportation corridor and its proposed transportation improvements as an integral part of a vision for long-range property value enhancements and business development known as Hennepin Community Works; and

WHEREAS, the Minneapolis neighborhoods adjoining this corridor, together with the City of Minneapolis (City), Hennepin County and HCRRA have named this Community Works project, the "Midtown Greenway"; and

WHEREAS, the HCRRA, the City, and the neighborhoods are proposing to develop a master plan for the LRT and bicycle transportation improvements within the corridor owned by HCRRA; and

WHEREAS, the City has applied and received approval for an ISTEA grant for construction of a bicycle trail within the HCRRA Corridor between France Avenue and I-35W; and

WHEREAS, the City and HCRRA desire to enter into an agreement to develop a master plan for the Corridor and engineering plans for the first stage of construction, and provide for a division of cost for planning and construction of the bicycle trail between France Avenue and I-35W as an integral part of the Hennepin Community Works initiative.

In consideration of the covenants by and between the parties, it is hereby agreed:

1. Master Plan

City shall develop a master plan for the 29th Street Rail Corridor from France Avenue to Hiawatha Avenue. Such plan shall include, but not be limited to, locations for LRT, LRT stations, and the conceptual bikeway and its amenities.

The Authority shall participate in discussion, review, and comment regarding LRT, LRT station location and design, bikeway, and other facilities and/or amenities, and their location within the corridor. Authority reserves the right to reject any plans proposed by the City on the grounds, in Authority's sole discretion, that said plans are inappropriate or incompatible with its future use of the Premises or with the operations of any railroad operating on the right of way adjacent to the Premises.

2. Preliminary Engineering Plans

City shall complete preliminary engineering plans for the bicycle trail (ISTEA Project No. S.P. 141-090-03) within the Corridor between France Avenue and Fifth Avenue South. Authority agrees to cooperate with City in the development of such plans.

3. Final Design and Construction

City shall complete final design plans, contract for and supervise construction of the bicycle trail (ISTEA Project No. S.P. 141-090-03) between France Avenue and Fifth Avenue South.

4. Payment

Payment for the master plan, preliminary engineering, final design, and construction will be made by the parties as shown on the Division of Cost, Exhibit A, attached hereto and made a part of this agreement by this reference.

5. Premises

Authority hereby agrees to grant certain rights and benefits to City hereinafter described with regard to that certain real property described as follows:

That part of the Hennepin County Regional Railroad Authority (HCRRA) right of way in the City of Minneapolis, generally consisting of the northerly 35 feet between France Avenue and Fifth Avenue South, all as delineated and colored green on HCRRA Property Maps numbered and attached hereto as Exhibit B.

The description of the Premises as determined by the parties will provide exceptions for future LRT station areas at Abbott Avenue, Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, and any other potential LRT station area all as determined by Authority.

A more complete legal description will be prepared upon the completion of construction of the bike trail, and will replace and supersede the above description.

The said real estate shall be hereinafter described as the "Premises."

6. Use of Premises

The Premises shall be for the temporary use of City, its agents, officers, employees, assignees and invitees for trail purposes. Authority reserves the right to limit, reject or refuse to permit the use of the Premises by City or any assignees for any purpose which Authority, in its sole discretion, deems inappropriate or incompatible with its future use of the Premises or the operations of any railroad operating on the right of way adjacent to the Premises. City

shall submit any proposed development or other physical alterations to the Premises to Authority to determine its acceptability to Authority prior to contracting any obligations or commitments in connection therewith.

~~7.~~ Term

The term of this Permit Agreement shall be for an indefinite period, commencing on execution by the Chair of the Hennepin County Regional Railroad Authority until termination in accordance with Paragraph 8.

~~8.~~ Termination

Either party may, at any time and for any reason, terminate this Permit by giving one hundred eighty (180) days' written notice of its intention to do so. Such notice may be served upon the Hennepin County Regional Railroad Authority by delivering a copy thereof to the Executive Director at the principal office in the Hennepin County Government Center, Minneapolis, Minnesota, 55487, or by depositing the same in the United States Post Office directed to the Executive Director at the principal office. Such notice may be served on the City of Minneapolis by delivering a copy thereof to City Engineer, Room 203, City Hall, 350 South Fifth Street, Minneapolis, Minnesota 55415. Except as provided herein, this Agreement may not be terminated or revoked by either party hereto.

~~9.~~ Rights Upon Termination

On the expiration of one hundred eighty (180) days after such service of said notice, this Permit, and all rights hereunder, shall thereupon terminate and be at an end, saving and excepting such rights as may have accrued to either party hereunder prior to such termination. City shall, without further notice or demand, deliver possession of the Premises to the Authority at the expiration of said one hundred eighty (180) days and shall, before the

expiration of said one hundred eighty (180) days, remove all buildings and property placed upon the Premises which it may desire and have the right to remove. If it shall fail to remove buildings and property, its right shall, at the option of the Authority, cease and City's interest thereto shall be forfeited and at the same time shall belong to Authority or, in such case, if the Authority shall elect, it may, at any time after the expiration of said period of one hundred eighty (180) days, tear down and/or remove any or all such buildings and property at the expense of City without any liability for damages thereof in any respect whatsoever and City shall thereupon promptly reimburse Authority for all expenses incurred by it in doing so.

10. Joint Use of Corridor

City acknowledges that the Premises was acquired by Authority specifically and solely for the purpose of constructing a light rail transit system or other permitted transportation uses and its associated facilities and that it is Authority's intention to allow City to use the Premises only until it is needed for that purpose. Nothing in this Permit shall be deemed to evidence any change by Authority of its intended use of the Premises for light rail transit purposes or other permitted transportation uses. Rather, Authority has agreed to the terms of this Permit to provide a temporary use for the Premises during the time required for further planning and development of the light rail transit system or other permitted transportation uses, including, without limitation of the foregoing, mainline and station locations, all as determined by the Authority.

11. Rent

Upon any such termination of this Permit, rent shall be paid by the City to the date of termination fixed by said notice at the rate of \$1.00 per year.

12. Subpermits

City may grant permits to assignees only upon written agreement of Authority. Any subpermit shall be on the same terms and conditions and for the same uses as are contained in this Permit.

13. Signage

City shall provide, install and maintain signage, including kiosks, on the Premises identifying that the Premises are being used by the City of Minneapolis by permission of the owner, the Hennepin County Regional Railroad Authority, until the Premises are used for light rail transit or other future transportation uses. Any such signage shall also identify the improvement as part of Hennepin Community Works.

14. Nuisance, Waste

City shall not permit the existence of any nuisance on said Premises. City, at all times, shall keep said Premises clean and shall comply with all laws, ordinances and regulations respecting City's business and use and occupation of said Premises. City, at its sole cost, shall make any and all improvements, alterations, repairs and additions, and install all appliances required on said Premises by or under any such regulations, ordinances or laws. No bills, posters or advertising matter of any kind shall be posted on said Premises; provided, however, that City may post on appropriate structures, informational materials relating to the permitted uses. City shall use all reasonable precautions to prevent any waste, injury, death or property damage and shall modify, repair or replace any railings, pathways or other improvements on the Premises when necessary.

15. Utilities, Title, Existing Rights of Others

City accepts said Premises subject to the rights of any person, firm or corporation, including the Authority in and to any existing telephone, telegraph and/or other wires, poles and facilities of any kind whatsoever, whether or not of record, and should it, at any time, become necessary because of City's use of the Premises to relocate any of said poles, wires or facilities by reason of this Permit, City shall bear and pay the cost of so doing.

City also accepts said Premises subject to any want or failure at any time of Authority's title to said Premises or any part thereof and City shall assume any damages sustained by City in connection therewith. City also accepts such Premises subject to rights of any party, including Authority, in and to any roadways, easements, leases and permits, whether granted, at Authority's sole discretion, either prior to or after the date of this Permit Agreement. City agrees to provide to Authority or other tenants of Authority access over and through the Premises on these roadways and easements should such access be deemed necessary by Authority. City accepts said Premises subject to the right of Authority, its employees, agents, permittees, lessees, and contractors when reasonably necessary to walk upon said Premises to repair adjacent property and the right of Authority, its employees, agents, permittees, lessees, and contractors to temporarily place equipment upon the property when reasonably necessary for the purpose of maintaining, repairing, inspecting or constructing upon Authority's property.

16. Indemnification

City shall defend, indemnify and hold harmless Authority, its Commissioners, officers, agents, and employees from any liability, claims, demands, personal injury, costs, judgments, or expenses, including reasonable attorney's fees, resulting directly or indirectly from an act

or omission of City, its agents, employees, customers, invitees, assignees, permittees, lessees or others on the Premises.

Authority shall not be liable to City or those claiming by, through, or under City for any injury, death or property damage occurring in, on or about the Premises based upon the design, construction, operation or maintenance of the Premises by City or any assignees, nor for the loss or damage by reason of the present or future condition of repair of the Premises, or for the loss or damage arising from the acts or omissions of City, its agents, employees, customers, invitees, assignees, permittees, lessees, or others on the Premises.

~~17.~~ Insurance

City further agrees that if in any case the release and indemnity provided in this section shall not be valid, Authority shall have the full benefit of any insurance effected by the City upon the property injured, destroyed or damaged and/or against the hazard involved; and City agrees that any and all such insurance shall be so written that the insurer shall have no claim or recourse of any kind whatsoever against Authority in connection therewith.

18. Covenant

City, in consideration of the permitting of the said Premises, as herein provided, hereby covenants and agrees to pay the rent therefor promptly, as above provided, and fully to abide by and perform all and singular the conditions, covenants and agreements herein contained and to be observed and performed by said City and to yield up said Premises unto the Authority at the expiration or termination of the Permit Agreement in as good condition as when entered upon.

19. Quiet Enjoyment

Authority has the right and authority to enter into this Agreement and if City pays the rent required hereby and otherwise performs the terms hereof to be performed by City, City shall, during the term hereof, be entitled to quiet enjoyment and possession of the Premises subject to the termination provisions hereof. Notwithstanding the foregoing, City acknowledges that the rights provided to it by virtue of the Permit are subject to the provisions of Paragraph 15.

20. Waiver

No receipt of money by Authority from City after any default by City or after the expiration of this Permit or after the service of any notice or after the commencement of any suit or after final judgment for possession of said Premises, shall waive such default or reinstate, continue or extend the term of this Permit or affect any such notice or suit, as the case may be. No waiver of any default of City shall be implied from omission by Authority to take any action on account of such default, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated.

21. Breach

It is further agreed between the parties hereto, that if the said City shall breach or make default in any of the conditions, covenants or agreements of this Permit, which breach or default shall continue for fifteen (15) days after City's receipt of written notice thereof from Authority, then it shall be lawful for the Authority, then or at any time thereafter, to declare this Permit ended, and to re-enter said Premises and take possession thereof, with or without process of law, and to use any reasonable or necessary lawful force for regaining

possession; whereupon the rights and obligations of the parties shall be the same as above specified in the case of termination pursuant to Paragraph 8; and it is hereby further agreed and provided that any waiver at any time of a breach of any condition, covenant or agreement of this Permit shall extend only to the particular breach so waived and shall, in no manner, impair or affect the existence of such condition, covenant or agreements, or the right of Authority thereafter to avail itself of same and any subsequent breach thereof. In the event Authority has to take action for repossession of said property, City, its assigns or heirs shall be liable for reasonable attorney's fees incurred by Authority.

22. Assignment

The benefits and obligations of this Permit shall extend to and shall bind the heirs, administrators, executors, leases, successors or assigns of the parties hereto, but no interest in this Permit shall be assigned, nor said Premises or any part thereof shall be subpermitted, used or occupied by any party other than the City unless specifically stated herein. Authority reserves the right to review and revise the rental rate applicable to this Permit upon any change in the status of the Permit, the City or person occupying the Premises during the term of this Permit or any renewal thereof.

23. Improvements, Maintenance

City shall be responsible for the construction of all improvements necessary to its use of the Premises and shall be responsible for the maintenance of said Premises. City shall also be responsible for the construction of all bridges and crossings deemed necessary for City to provide for any trails on the Premises or to otherwise use the Premises. Construction plans shall be submitted to the Authority for review and comment. Authority reserves the right to reject any plans for construction proposed by City on the grounds, in Authority's sole

discretion, that said plans are inappropriate or incompatible with its future use of the Premises or with the operations of any railroad operating on the right of way adjacent to the Premises.

24. Environmental Concerns

City shall not create or permit any condition on the Premises that could present a threat to human health or to the environment. City shall bear the expense of all practices or work, preventative, investigative or remedial, which may be required because of any conditions of the Premises introduced by City, assignees or invitees during City's period of use, including conditions introduced by City, assignees, or invitees which affect other lands. City expressly agrees that the obligations it hereby assumes shall survive cancellation of this Permit. City agrees that statutory limitation periods on actions to enforce these obligations shall not be deemed to commence until Authority discovers any such health or environmental impairment, and City hereby knowingly and voluntarily waives the benefits of any shorter limitation period.

Authority shall have the right, but not the duty, to enter upon the Premises from time to time as set forth below to inspect the Premises for environmental contamination and in the course thereof to conduct soil and groundwater testing and to perform environmental investigation, remediation or mitigation. Authority may enter the Premises during regular business hours of City without prior notice, and may enter the Premises during periods other than regular business hours either with prior written consent of City or without if Authority reasonably believes that an emergency exists on the Premises. Authority shall conduct any such inspections or testing so as to minimize interference with City's operations. Authority's

entry on to the Premises pursuant to this paragraph shall not relieve the City's obligation to pay rent under this Permit.

In addition to the foregoing provisions of this Paragraph 24, and in exchange for the rights and privileges granted in this Permit Agreement, City hereby agrees to bear the expense of all practices or work, preventative, investigative or remedial necessary to comply with all federal, state, local and other governmental statutes, rules and regulations necessary for City's use of the Premises for trail and park purposes regarding any hazardous waste, pollutant, contaminant or petroleum related material on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. Further, City agrees to defend, indemnify and hold harmless Authority, its Commissioners, officers, agents and employees from any liability, claims, demands, personal injury, costs, judgments, or expenses, including reasonable attorney's fees arising from exercise of the rights granted by this Permit Agreement and resulting from the presence of any hazardous waste, pollutant, contaminant or petroleum related material on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. City expressly agrees that the obligations it hereby assumes shall survive the cancellation of this Permit.

Notwithstanding the foregoing, the Authority agrees to assert its rights against the Soo Line Railroad Company for environmental work on the site pursuant to Paragraph 17 of the Purchase Agreement dated December 23, 1992, between the Authority and the Soo Line Railroad Company. The City agrees to immediately notify the Authority of any environmental concerns which arise during the construction of the bicycle trail so that the Authority may inform and confer with the Soo Line with respect to management of any

required remediation. The City's obligation to the Authority pursuant to this paragraph 24 is limited to that which is not covered by the Soo Line Railroad agreement with the Authority.

25. Compliance with Laws, Ordinances and Rules

City agrees to comply with all laws, ordinances and regulations of federal, state, municipal and local government agencies as they apply to use of the Premises. City agrees to comply with rules as may be promulgated from time to time by Authority.

26. Condition of Premises Inspection

City accepts the Premises in an "AS IS" condition with no express or implied representations or warranties by Authority as to the physical condition or fitness or suitability for any particular purpose, express or implied. City is responsible for and has had ample opportunity to inspect the Premises, is familiar with the same, and has determined to its satisfaction the fitness of the Premises for its intended use.

City acknowledges and assumes all risks associated with the location of the Premises and its proximity to the railroad right of way adjacent to the Premises and to any railroad operations by any railroad company thereon.

27. Liens and Encumbrances

City shall not permit any liens or encumbrances to be established or remain against the Premises, including but not limited to, encumbrances with respect to work performed or equipment or materials furnished in connection with use of the Premises by City, its agents, employees, customers, invitees, assignees, lessees or other occupiers of the Premises pursuant to this Permit.

IN WITNESS WHEREOF, the parties hereto have signed this Agreement as of _____, 1995.

Upon proper execution, this agreement will be legally valid and binding.

Assistant County Attorney

Date: _____

Minneapolis City Attorney

Date: _____

Approved as to execution:

Assistant County Attorney

Date: _____

Minneapolis City Attorney

Date: _____

Hennepin County Regional Railroad Authority

Chair, Board of Commissioners

Date: _____

Executive Director

Date: _____

City of Minneapolis

Mayor

Date: _____

ASST. CITY CLERK

Date: _____

ASSISTANT FINANCE OFFICER

Midtown Greenway Cost Estimate and Division of Cost:

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY AND CITY OF MINNEAPOLIS

Item	HCRRA	City of Minneapolis	ISTEA
Master Plan: France-Hiawatha (Includes PE to I-35W)	\$ 50,000	\$ 100,000	\$ 0
Final Design/Construction Spec's. (France to I-35W)	0	190,000	0
SUB-TOTAL	\$ 50,000	\$ 290,000	\$ 0
Construction of Bikeway ISTEA Project No. _____			
Clear and Grub	\$ 0	\$ 0	\$ 3,000
Pedestrian Trail	0	0	87,720
Bike Trail	0	0	176,000
Access	5,000	0	7,750
Fine Grading	0	0	50,000
Retaining Walls	199,200	0	35,500
Fence	0	0	69,000
Sign/Maps	0	0	23,800
Lighting	0	0	317,000
Site Furnishing	0	0	20,000
Erosion Control	0	0	15,000
Landscape	50,000	0	200,000
SUB-TOTAL	\$ 254,200	\$ 0	\$ 1,016,700
Total	\$ 304,200	\$ 290,000	\$ 1,016,700

1995

19
City Clerk

Contract No. A09775

Permit Agreement

This Permit Agreement made and entered into by and between the HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY, a Minnesota political subdivision, Southwest Street Level, Government Center, 300 South Sixth Street, Minneapolis, Minnesota 55487-0016, hereinafter referred to as the "Authority," and the CITY OF MINNEAPOLIS, a Minnesota political subdivision, City Hall, 350 South Fifth Street, Minneapolis, Minnesota 55415, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the Hennepin County Regional Railroad Authority (HCRRA) has invested in a transportation corridor paralleling Lake Street and lying between France Avenue and Hiawatha Avenue in the City of Minneapolis known as the 29th Street Rail Corridor (Corridor), principally for the purpose of implementing Light Rail Transit (LRT) and other permitted future transportation uses; and

WHEREAS, Hennepin County has identified this transportation corridor and its proposed transportation improvements as an integral part of a vision for long-range property value enhancements and business development known as Hennepin Community Works; and

WHEREAS, the Minneapolis neighborhoods adjoining this corridor, together with the City of Minneapolis (City), Hennepin County and HCRRA have named this Community Works project, the "Midtown Greenway"; and

WHEREAS, the HCRRA, the City, and the neighborhoods are proposing to develop a master plan for the LRT and bicycle transportation improvements within the corridor owned by HCRRA; and

WHEREAS, the City has applied and received approval for an ISTEA grant for construction of a bicycle trail within the HCRRA Corridor between France Avenue and I-35W; and

WHEREAS, the City and HCRRA desire to enter into an agreement to develop a master plan for the Corridor and engineering plans for the first stage of construction, and provide for a division of cost for planning and construction of the bicycle trail between France Avenue and I-35W as an integral part of the Hennepin Community Works initiative.

In consideration of the covenants by and between the parties, it is hereby agreed:

1. Master Plan

City shall develop a master plan for the 29th Street Rail Corridor from France Avenue to Hiawatha Avenue. Such plan shall include, but not be limited to, locations for LRT, LRT stations, and the conceptual bikeway and its amenities.

The Authority shall participate in discussion, review, and comment regarding LRT, LRT station location and design, bikeway, and other facilities and/or amenities, and their location within the corridor. Authority reserves the right to reject any plans proposed by the City on the grounds, in Authority's sole discretion, that said plans are inappropriate or incompatible with its future use of the Premises or with the operations of any railroad operating on the right of way adjacent to the Premises.

2. Preliminary Engineering Plans

City shall complete preliminary engineering plans for the bicycle trail (ISTEA Project No. S.P. 141-090-03) within the Corridor between France Avenue and Fifth Avenue South. Authority agrees to cooperate with City in the development of such plans.

3. Final Design and Construction

City shall complete final design plans, contract for and supervise construction of the bicycle trail (ISTEA Project No. S.P. 141-090-03) between France Avenue and Fifth Avenue South.

4. Payment

Payment for the master plan, preliminary engineering, final design, and construction will be made by the parties as shown on the Division of Cost, Exhibit A, attached hereto and made a part of this agreement by this reference.

5. Premises

Authority hereby agrees to grant certain rights and benefits to City hereinafter described with regard to that certain real property described as follows:

That part of the Hennepin County Regional Railroad Authority (HCRRA) right of way in the City of Minneapolis, generally consisting of the northerly 35 feet between France Avenue and Fifth Avenue South, all as delineated and colored green on HCRRA Property Maps numbered and attached hereto as Exhibit B.

The description of the Premises as determined by the parties will provide exceptions for future LRT station areas at Abbott Avenue, Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, and any other potential LRT station area all as determined by Authority.

A more complete legal description will be prepared upon the completion of construction of the bike trail, and will replace and supersede the above description.

The said real estate shall be hereinafter described as the "Premises."

6. Use of Premises

The Premises shall be for the temporary use of City, its agents, officers, employees, assignees and invitees for trail purposes. Authority reserves the right to limit, reject or refuse to permit the use of the Premises by City or any assignees for any purpose which Authority, in its sole discretion, deems inappropriate or incompatible with its future use of the Premises or the operations of any railroad operating on the right of way adjacent to the Premises. City

shall submit any proposed development or other physical alterations to the Premises to Authority to determine its acceptability to Authority prior to contracting any obligations or commitments in connection therewith.

7. Term

The term of this Permit Agreement shall be for an indefinite period, commencing on execution by the Chair of the Hennepin County Regional Railroad Authority until termination in accordance with Paragraph 8.

8. Termination

Either party may, at any time and for any reason, terminate this Permit by giving one hundred eighty (180) days' written notice of its intention to do so. Such notice may be served upon the Hennepin County Regional Railroad Authority by delivering a copy thereof to the Executive Director at the principal office in the Hennepin County Government Center, Minneapolis, Minnesota, 55487, or by depositing the same in the United States Post Office directed to the Executive Director at the principal office. Such notice may be served on the City of Minneapolis by delivering a copy thereof to City Engineer, Room 203, City Hall, 350 South Fifth Street, Minneapolis, Minnesota 55415. Except as provided herein, this Agreement may not be terminated or revoked by either party hereto.

9. Rights Upon Termination

On the expiration of one hundred eighty (180) days after such service of said notice, this Permit, and all rights hereunder, shall thereupon terminate and be at an end, saving and excepting such rights as may have accrued to either party hereunder prior to such termination. City shall, without further notice or demand, deliver possession of the Premises to the Authority at the expiration of said one hundred eighty (180) days and shall, before the

expiration of said one hundred eighty (180) days, remove all buildings and property placed upon the Premises which it may desire and have the right to remove. If it shall fail to remove buildings and property, its right shall, at the option of the Authority, cease and City's interest thereto shall be forfeited and at the same time shall belong to Authority or, in such case, if the Authority shall elect, it may, at any time after the expiration of said period of one hundred eighty (180) days, tear down and/or remove any or all such buildings and property at the expense of City without any liability for damages thereof in any respect whatsoever and City shall thereupon promptly reimburse Authority for all expenses incurred by it in doing so.

10. Joint Use of Corridor

City acknowledges that the Premises was acquired by Authority specifically and solely for the purpose of constructing a light rail transit system or other permitted transportation uses and its associated facilities and that it is Authority's intention to allow City to use the Premises only until it is needed for that purpose. Nothing in this Permit shall be deemed to evidence any change by Authority of its intended use of the Premises for light rail transit purposes or other permitted transportation uses. Rather, Authority has agreed to the terms of this Permit to provide a temporary use for the Premises during the time required for further planning and development of the light rail transit system or other permitted transportation uses, including, without limitation of the foregoing, mainline and station locations, all as determined by the Authority.

11. Rent

Upon any such termination of this Permit, rent shall be paid by the City to the date of termination fixed by said notice at the rate of \$1.00 per year.

12. Subpermits

City may grant permits to assignees only upon written agreement of Authority. Any subpermit shall be on the same terms and conditions and for the same uses as are contained in this Permit.

13. Signage

City shall provide, install and maintain signage, including kiosks, on the Premises identifying that the Premises are being used by the City of Minneapolis by permission of the owner, the Hennepin County Regional Railroad Authority, until the Premises are used for light rail transit or other future transportation uses. Any such signage shall also identify the improvement as part of Hennepin Community Works.

14. Nuisance, Waste

City shall not permit the existence of any nuisance on said Premises. City, at all times, shall keep said Premises clean and shall comply with all laws, ordinances and regulations respecting City's business and use and occupation of said Premises. City, at its sole cost, shall make any and all improvements, alterations, repairs and additions, and install all appliances required on said Premises by or under any such regulations, ordinances or laws. No bills, posters or advertising matter of any kind shall be posted on said Premises; provided, however, that City may post on appropriate structures, informational materials relating to the permitted uses. City shall use all reasonable precautions to prevent any waste, injury, death or property damage and shall modify, repair or replace any railings, pathways or other improvements on the Premises when necessary.

15. Utilities, Title, Existing Rights of Others

City accepts said Premises subject to the rights of any person, firm or corporation, including the Authority in and to any existing telephone, telegraph and/or other wires, poles and facilities of any kind whatsoever, whether or not of record, and should it, at any time, become necessary because of City's use of the Premises to relocate any of said poles, wires or facilities by reason of this Permit, City shall bear and pay the cost of so doing.

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City shall defend, indemnify and hold harmless Authority, its Commissioners, officers, agents, and employees from any liability, claims, demands, personal injury, costs, judgments, or expenses, including reasonable attorney's fees, resulting directly or indirectly from an act

or omission of City, its agents, employees, customers, invitees, assignees, permittees, lessees or others on the Premises.

Authority shall not be liable to City or those claiming by, through, or under City for any injury, death or property damage occurring in, on or about the Premises based upon the design, construction, operation or maintenance of the Premises by City or any assignees, nor for the loss or damage by reason of the present or future condition of repair of the Premises, or for the loss or damage arising from the acts or omissions of City, its agents, employees, customers, invitees, assignees, permittees, lessees, or others on the Premises.

17. Insurance

City further agrees that if in any case the release and indemnity provided in this section shall not be valid, Authority shall have the full benefit of any insurance effected by the City upon the property injured, destroyed or damaged and/or against the hazard involved; and City agrees that any and all such insurance shall be so written that the insurer shall have no claim or recourse of any kind whatsoever against Authority in connection therewith.

18. Covenant

City, in consideration of the permitting of the said Premises, as herein provided, hereby covenants and agrees to pay the rent therefor promptly, as above provided, and fully to abide by and perform all and singular the conditions, covenants and agreements herein contained and to be observed and performed by said City and to yield up said Premises unto the Authority at the expiration or termination of the Permit Agreement in as good condition as when entered upon.

19. Quiet Enjoyment

Authority has the right and authority to enter into this Agreement and if City pays the rent required hereby and otherwise performs the terms hereof to be performed by City, City shall, during the term hereof, be entitled to quiet enjoyment and possession of the Premises subject to the termination provisions hereof. Notwithstanding the foregoing, City acknowledges that the rights provided to it by virtue of the Permit are subject to the provisions of Paragraph 15.

20. Waiver

No receipt of money by Authority from City after any default by City or after the expiration of this Permit or after the service of any notice or after the commencement of any suit or after final judgment for possession of said Premises, shall waive such default or reinstate, continue or extend the term of this Permit or affect any such notice or suit, as the case may be. No waiver of any default of City shall be implied from omission by Authority to take any action on account of such default, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated.

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It is further agreed between the parties hereto, that if the said City shall breach or make default in any of the conditions, covenants or agreements of this Permit, which breach or default shall continue for fifteen (15) days after City's receipt of written notice thereof from Authority, then it shall be lawful for the Authority, then or at any time thereafter, to declare this Permit ended, and to re-enter said Premises and take possession thereof, with or without process of law, and to use any reasonable or necessary lawful force for regaining

possession; whereupon the rights and obligations of the parties shall be the same as above specified in the case of termination pursuant to Paragraph 8; and it is hereby further agreed and provided that any waiver at any time of a breach of any condition, covenant or agreement of this Permit shall extend only to the particular breach so waived and shall, in no manner, impair or affect the existence of such condition, covenant or agreements, or the right of Authority thereafter to avail itself of same and any subsequent breach thereof. In the event Authority has to take action for repossession of said property, City, its assigns or heirs shall be liable for reasonable attorney's fees incurred by Authority.

22. Assignment

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entry on to the Premises pursuant to this paragraph shall not relieve the City's obligation to pay rent under this Permit.

In addition to the foregoing provisions of this Paragraph 24, and in exchange for the rights and privileges granted in this Permit Agreement, City hereby agrees to bear the expense of all practices or work, preventative, investigative or remedial necessary to comply with all federal, state, local and other governmental statutes, rules and regulations necessary for City's use of the Premises for trail and park purposes regarding any hazardous waste, pollutant, contaminant or petroleum related material on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. Further, City agrees to defend, indemnify and hold harmless Authority, its Commissioners, officers, agents and employees from any liability, claims, demands, personal injury, costs, judgments, or expenses, including reasonable attorney's fees arising from exercise of the rights granted by this Permit Agreement and resulting from the presence of any hazardous waste, pollutant, contaminant or petroleum related material on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. City expressly agrees that the obligations it hereby assumes shall survive the cancellation of this Permit.

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*Upon proper execution, this agreement
will be legally valid and binding.*

Date:

Date:

Date:

Date:

Date:

Date:

Date:

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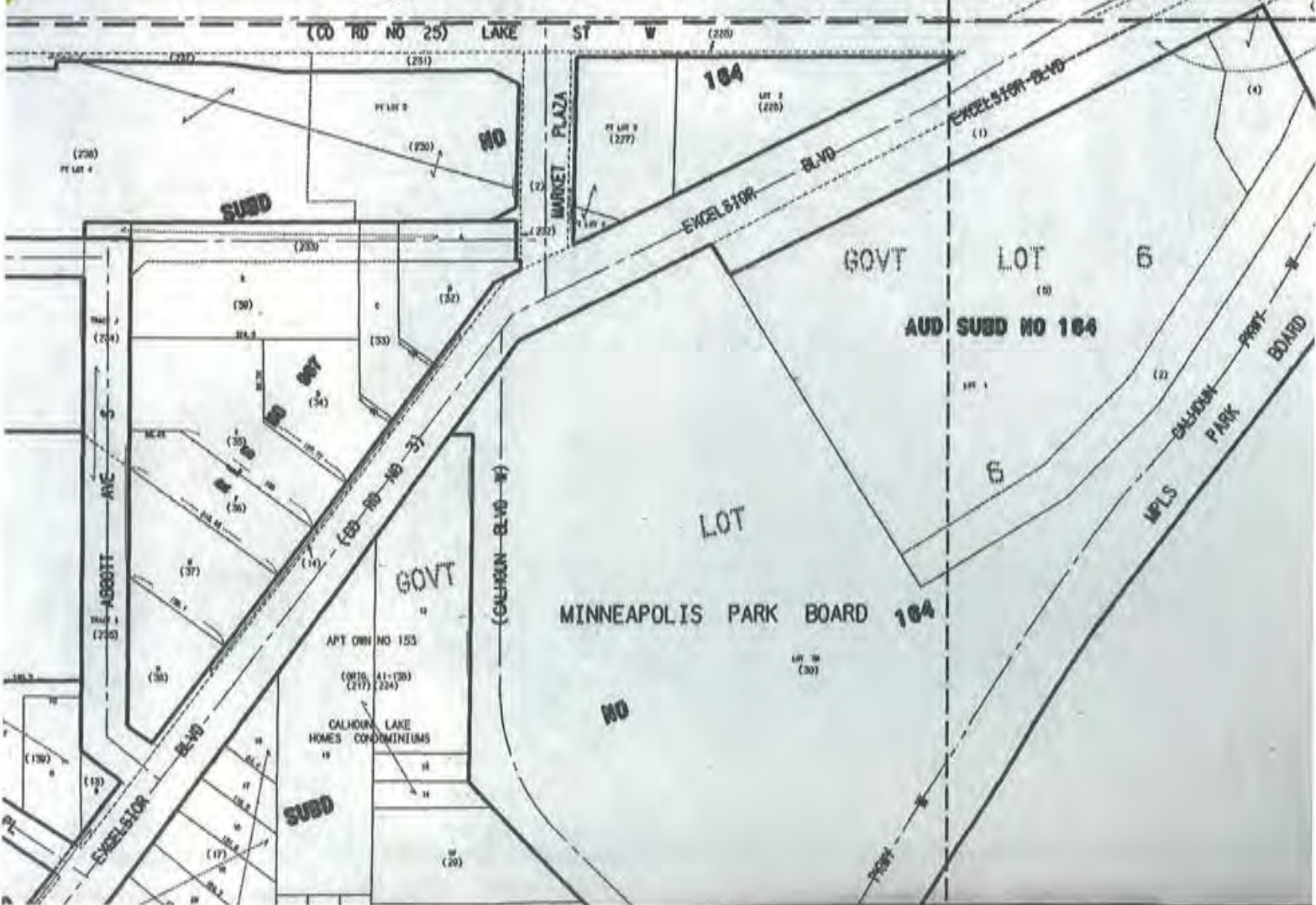
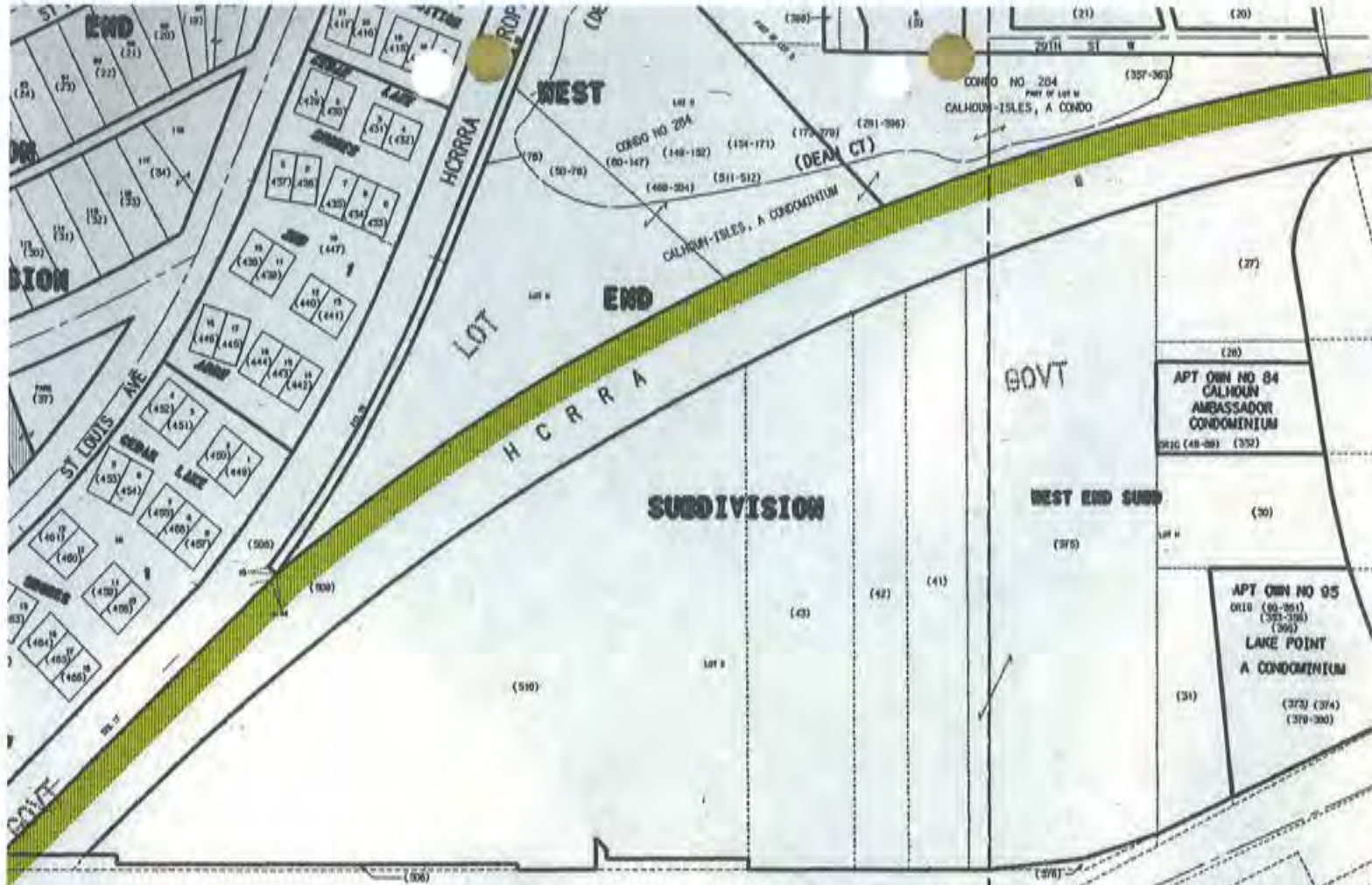
Midtown Greenway Cost Estimate and Division of Cost:
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY AND CITY OF MINNEAPOLIS

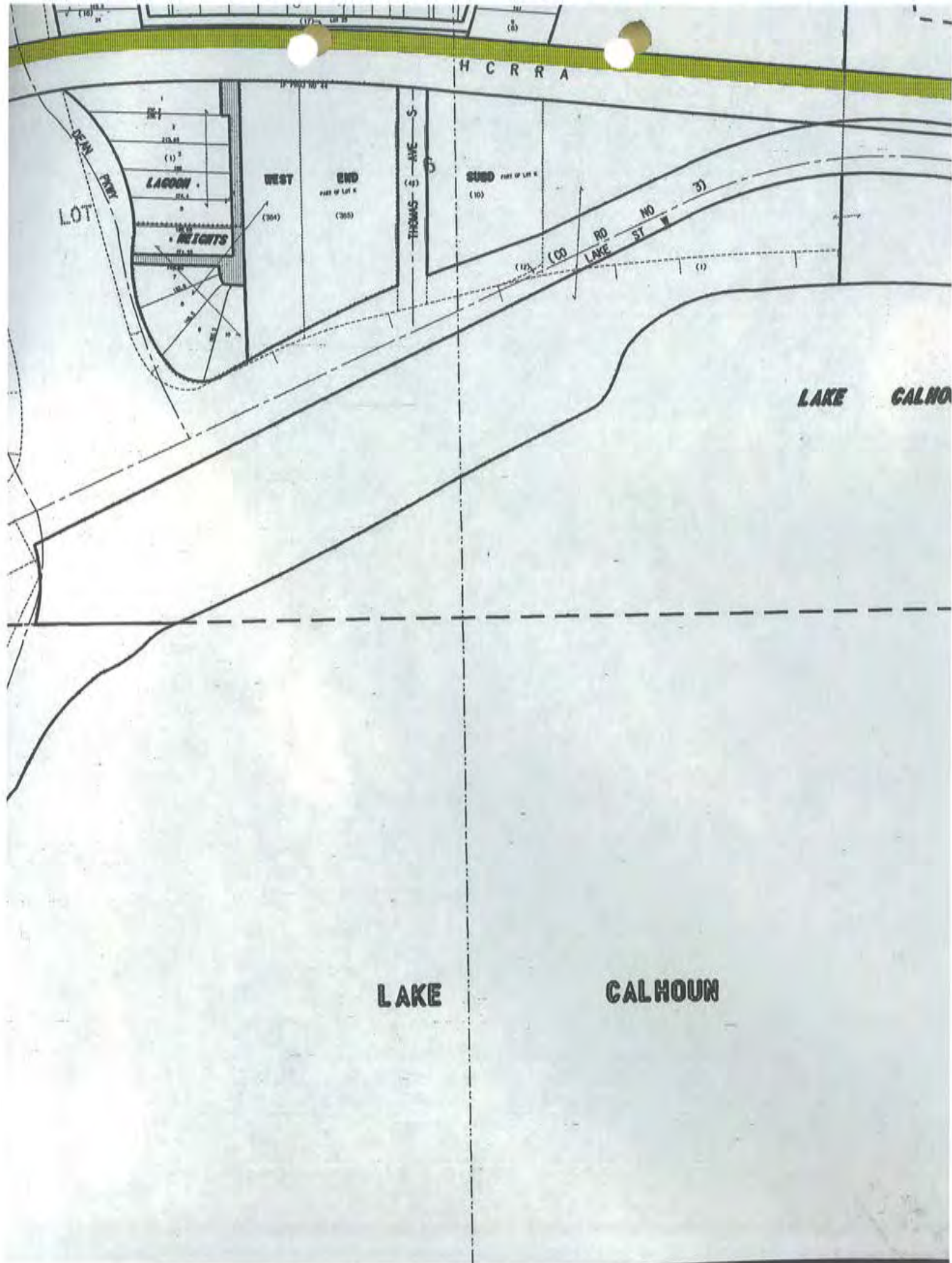
Item	HCRRA	City of Minneapolis	ISTEA
Master Plan: France-Hiawatha (Includes PE to I-35W)	\$ 50,000	\$ 100,000	\$ 0
Final Design/Construction Spec's. (France to I-35W)	0	190,000	0
SUB-TOTAL	\$ 50,000	\$ 290,000	\$ 0
Construction of Bikeway ISTEA Project No. _____			
Clear and Grub	\$ 0	\$ 0	\$ 3,000
Pedestrian Trail	0	0	87,720
Bike Trail	0	0	176,000
Access	5,000	0	7,750
Fine Grading	0	0	50,000
Retaining Walls	199,200	0	35,500
Fence	0	0	69,000
Sign/Maps	0	0	23,800
Lighting	0	0	317,000
Site Furnishing	0	0	20,000
Erosion Control	0	0	15,000
Landscape	50,000	0	200,000
SUB-TOTAL	\$ 254,200	\$ 0	\$ 1,016,700
<i>Total</i>	\$ 304,200	\$ 290,000	\$ 1,016,700

EXHIBIT B

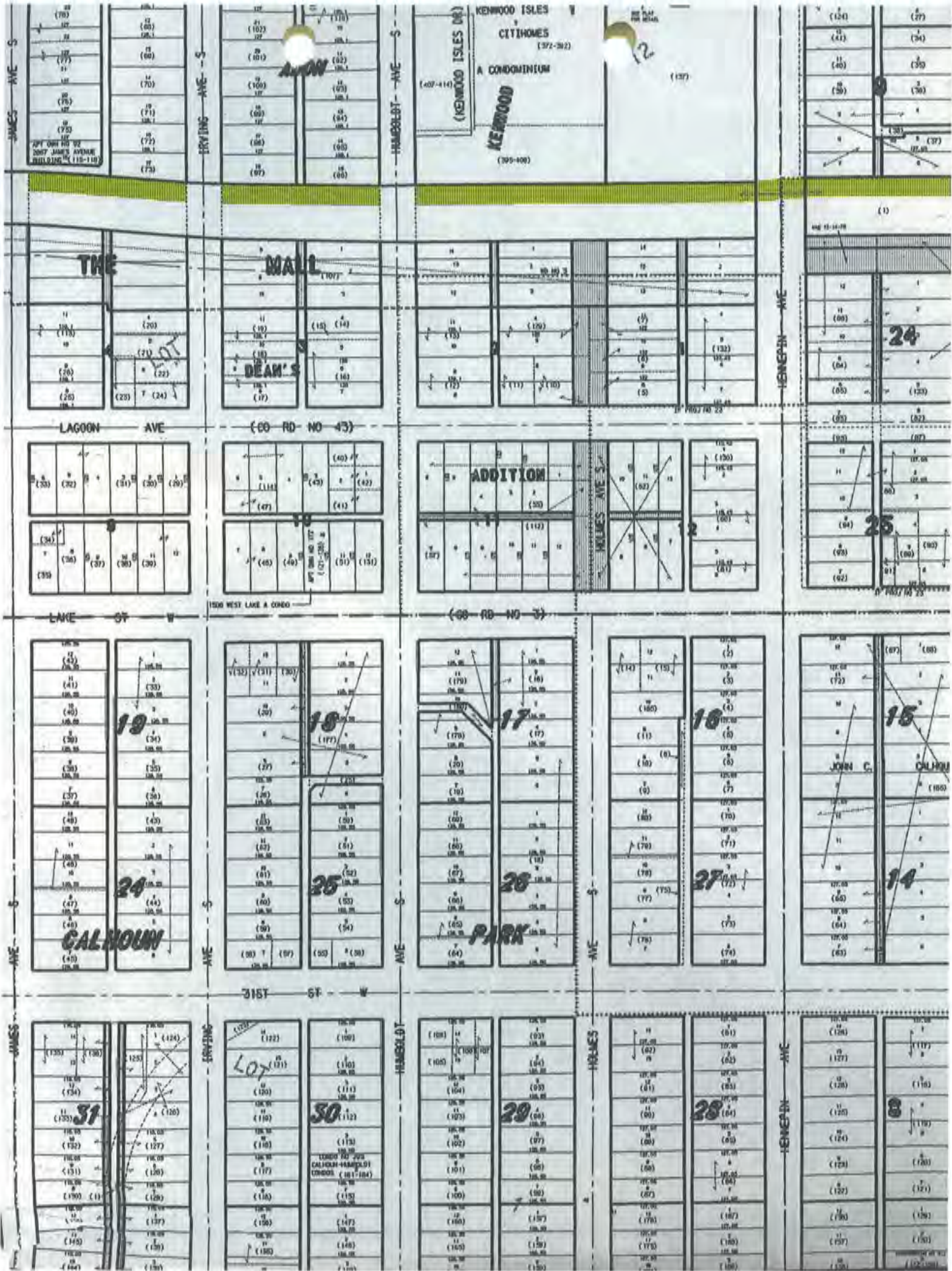
AL-1-20 REV-45 S&P-2051208 FORM-FORMATTI DATE-1995-06/17









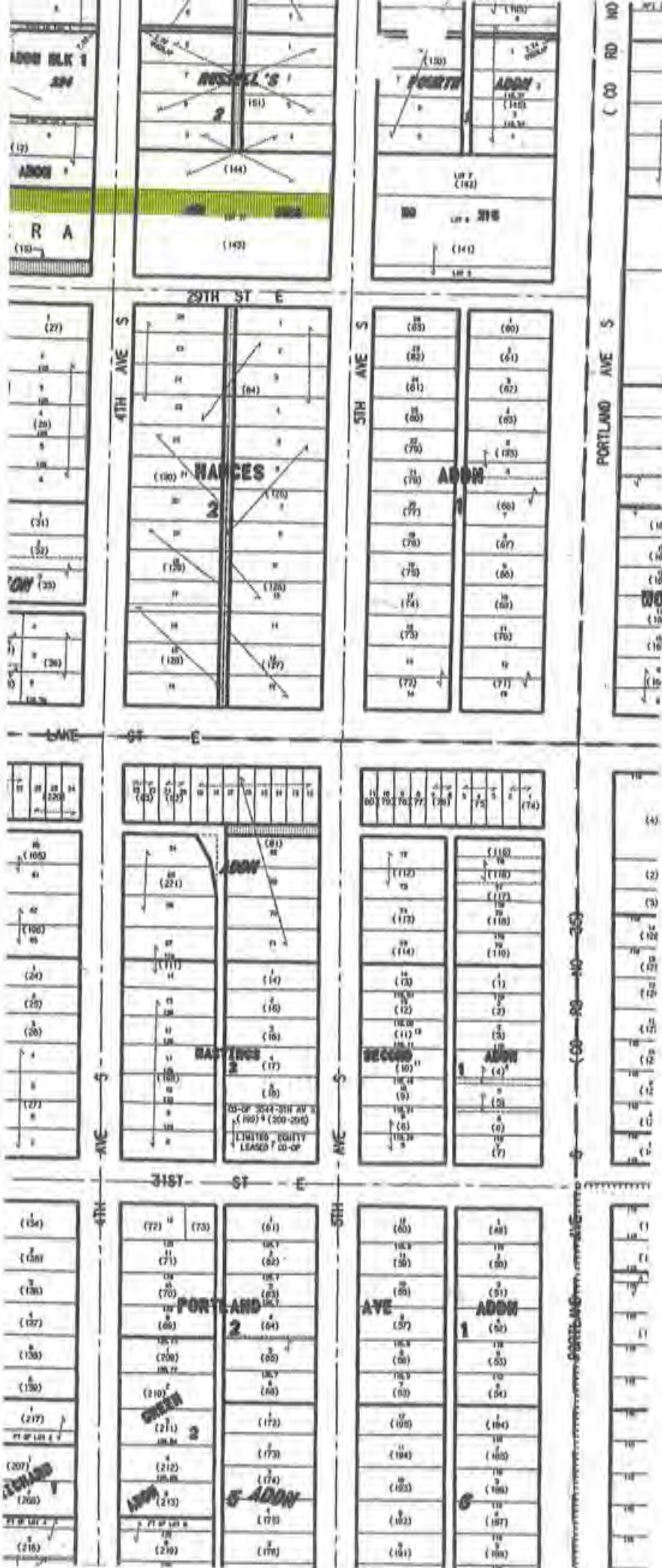












PERMIT AGREEMENT
29th St. Greenway – Phase II Trail

This agreement, entered into by and between the Hennepin County Regional Railroad Authority, (hereinafter referred to as the "HCRRA"), a Minnesota political subdivision, and the City of Minneapolis, a Minnesota political subdivision (hereinafter referred to as the "City").

WHEREAS, HCRRA has invested in a transportation corridor paralleling Lake Street and lying between France Avenue and Hiawatha Avenue in the City of Minneapolis known as the 29th Street Rail Corridor ("Corridor") for the purpose of implementing Light Rail Transit ("LRT") and other permitted future transportation uses; and

WHEREAS, Hennepin County has identified this transportation corridor and its proposed transportation improvements as an integral part of a vision for long-range property value enhancements and business developments known as Hennepin Community Works; and

WHEREAS, the Minneapolis neighborhoods adjoining this corridor, together with the City of Minneapolis, Hennepin County and HCRRA have named this Community Works project, the "Midtown Greenway".

In consideration of the covenants by and between the parties, it is hereby agreed:

1. Premises

HCRRA hereby agrees to grant certain rights and benefits to the City hereinafter described with regard to that certain real property described as follows:

That part of HCRRA's right of way, located in the City of Minneapolis, between 5th Ave. So. and Hiawatha Ave., the northerly limits being the northerly HCRRA property line and the southerly limits being the southerly construction limits shown on the construction plans for the 29th St. Midtown Greenway – Phase II, attached hereto as, Exhibit "A"

The said real estate shall be hereinafter described as the "Premises."

2. Uses

The Premises shall be for the temporary use of the City, its agents, officers, employees, sub-permittees and invitees for trail purposes, including but not limited to pedestrian use, in-line skating, bicycles and other non motorized uses, and all requirements necessary to the enjoyment of the Premises for said uses. The City shall be granted temporary use of adjacent lands controlled by HCRRA as reasonably required for maintenance of the Premises.

3. Term

The term of this Permit shall be for an indefinite period, commencing on execution of this Agreement by the Chair of HCRRA until termination in accordance with Paragraph 4.

4. Termination

Either party may, at any time and for any reason, terminate this Permit by giving one-hundred eighty (180) days' written notice of its intention to do so. Such notice may be served upon HCRRA by delivering a copy thereof to the Executive Director at the principal office in the Hennepin County Government Center, Minneapolis, Minnesota, 55487, or by depositing the same in the United States Post Office directed to the Executive Director at the principal office. Such notice may be served on the City of Minneapolis Department of Public Works by delivering a copy thereof to its Director of Public Works. Except as provided herein, this Agreement may not be terminated or revoked by either party hereto.

5. Temporary Nature of Use

The City acknowledges that the Premises was acquired by HCRRA specifically and solely for the purpose of constructing a light rail transit system or other permitted transportation uses and its associated facilities and that it is HCRRA's intention to allow the City to use the Premises only until it is needed for that purpose. Nothing in this Permit shall be deemed to evidence any change by HCRRA of its intended use of the Premises for light rail transit purposes or other permitted transportation uses. Rather, HCRRA has agreed to the terms of this Permit to provide a temporary use for the Premises during the time required for further planning and development of the light rail transit system or other permitted transportation uses.

6. Rights Upon Termination

On the expiration of one-hundred eighty (180) days after such service of said notice of termination, this Permit, and all rights hereunder, shall thereupon terminate and be at an end, saving and excepting such rights as may have accrued to either party prior to termination. The City shall, without further notice or demand, deliver possession of the Premises to HCRRA at the expiration of said one-hundred eighty (180) days and shall, before the expiration of said one-hundred eighty (180) days, remove all buildings and property placed upon the Premises which it has the right to remove. If it shall fail to remove the buildings and property, its right to remove them, at the option of HCRRA, shall cease and the City's interest to the buildings and property shall be forfeited and the same shall belong to HCRRA. If HCRRA elects, it may, at any time after the expiration of said period of one-hundred eighty (180) days, tear down and/or remove any or all such buildings and property without any liability for damages in any respect whatsoever at the expense of the City. The City shall thereupon promptly reimburse HCRRA for all expenses incurred by it in doing so.

7. Rent

Upon any termination of this Permit, rent shall be paid by the City to the date of termination at the rate of \$1.00 per year.

8. Sub-Permits

The City may grant permits to sub-permittees upon written approval by HCRRA. The City shall submit a copy of the permit to HCRRA for approval. Any sub-permit shall be on the same terms and conditions and limited to the same uses as are contained in this Permit.

HCRRA consents to, and the City will grant to the County of Hennepin and other third parties a temporary construction and access easement for purpose of constructing improvements necessary for the City's use of the Premises and for construction related environmental clean up in a form substantially as contained in Exhibit "B" hereto. HCRRA's consent does not relieve the City of any of the obligations it has undertaken pursuant to this Permit Agreement, including, but not limited to, the City's obligation to defend, indemnify and hold HCRRA harmless contained in Paragraph 12. Upon the City granting such easement, the County of Hennepin and the other third parties shall be considered the City's sub-permittees for purposes of Paragraph 12.

9. Signage

The City shall provide, install and maintain signage, including kiosks, on the Premises identifying the Premises as a temporary trail corridor of the City, by permission of the owner, HCRRA, until the Premises are used for light rail transit or other transportation uses. Any such signage shall also identify the improvement as part of Hennepin Community Works.

10. Nuisance, Waste

The City shall not permit the existence of any nuisance on the Premises. The City, at all times, shall keep the Premises clean and shall comply with all laws, ordinances and regulations respecting the City's business and use and occupation of the Premises. The City, at its sole cost, shall make any and all improvements, alterations, repairs and additions, and install all appliances required on the Premises by or under any such regulations, ordinances or laws. No bills, posters or advertising matter of any kind shall be posted on the Premises; provided, however, that the City may post on appropriate structures, informational materials relating to the permitted uses. The City shall use all reasonable precautions to prevent any waste, injury, death or property damage and shall modify, repair or replace any railings, pathways or other improvements on the Premises when necessary.

11. Utilities, Title, Existing Rights of Others

The City accepts the Premises subject to the rights of any person, firm or

corporation, including HCRRA in and to any existing telephone, telegraph and/or other wires, poles and facilities, above and underground, of any kind whatsoever, whether or not of record, and should it, at any time, become necessary because of the City's use of the Premises to relocate any of said poles, wires or facilities by reason of this Permit, the City shall bear and pay the cost of so doing. Notwithstanding the foregoing as to the Communication Systems placed on the 29th Street Corridor pursuant to Easement Agreement dated November 17, 1998 between Williams Communication, Inc. and HCRRA, and Easement Agreement dated August 22, 2000 by and between Enron Broadband Services, Inc. and HCRRA, City may ask that HCRRA provide the Communication Company with ninety (90) days notice of the need for a required change or alteration to the Communication System due to the operations or planned operations of the City related to the Midtown Greenway pursuant to Par.14.1 of the respective Easement Agreements. HCRRA shall under no circumstances be responsible for the costs of relocation of the Communication System nor shall it be responsible for any failure of the Communications Company to comply with the provisions of Par.14.

The City also accepts the Premises subject to any want or failure at any time of HCRRA's title to the Premises or any part thereof and the City shall assume any damages sustained by the City in connection therewith. The City also accepts such Premises subject to rights of any party, including HCRRA, in and to any roadways, easements, leases and permits, whether granted, at HCRRA's sole discretion, either prior to or after the date of this Permit Agreement. The City agrees to provide to HCRRA or other tenants of HCRRA access over and through the Premises on these roadways and easements should such access be deemed necessary by HCRRA. The City accepts said Premises subject to the right of HCRRA, its employees, agents, the City, lessees, and contractors when reasonably necessary to walk upon said Premises to repair adjacent property and the right of HCRRA, its employees, agents, the City, lessees, and contractors to temporarily place equipment upon the property when reasonably necessary for the purpose of maintaining, repairing, inspecting or constructing upon HCRRA's property.

12. Indemnification

The City shall defend, indemnify and hold harmless HCRRA, its Commissioners, officers, agents, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorney's fees, resulting directly or indirectly from an act or omission of the City, its contractors, subcontractors, officers, agents, employees, customers, invitees, sub-permittees, permittees, lessees or other occupiers of the Premises.

Notwithstanding the foregoing, the City is not responsible to defend, indemnify and hold HCRRA harmless for the acts or omission of "other occupiers" who are present on the Premises pursuant to an easement, lease or permit granted to them by HCRRA.

HCRRA shall not be liable to the City or those claiming by, through, or under the City for any injury, death or property damage occurring in, on or about the Premises based upon the design, construction, operation or maintenance of the Premises by the City or any other entity, nor for the loss or damage by reason of the present or future condition of repair

of the Premises, or for the loss or damage arising from the acts or omissions of the City, its contractors, subcontractors, officers, agents, employees, customers, invitees, sub-permittees, permittees, lessees, or other occupiers of the Premises, including those "other occupiers" present on the Premises pursuant to an easement, lease or other permit granted to them by HCRRA.

13. Insurance

The City further agrees that if in any case the release and indemnity provided in this section shall not be valid, HCRRA shall have the full benefit of any insurance effected by the City upon the property injured, destroyed or damaged and/or against the hazard involved; and the City agrees that any and all such insurance shall be so written that the insurer shall have no claim or recourse of any kind whatsoever against HCRRA in connection therewith.

14. Covenant

The City, in consideration of the rights granted herein, covenants and agrees to pay the rent promptly, and to fully abide by and perform all and singular the conditions, covenants and agreements to be observed and performed by the City and to yield up the Premises unto HCRRA at the expiration or termination of the Permit Agreement in as good condition as when entered upon.

15. Quiet Enjoyment

HCRRA has the right and authority to enter into this Agreement and if the City pays the rent required hereby and otherwise performs the terms hereof to be performed by the City, the City shall, during the term hereof, be entitled to quiet enjoyment and possession of the Premises subject to the termination provisions hereof. Notwithstanding the foregoing, City acknowledges that the rights provided to it by virtue of the Permit are subject to the provisions of Paragraph 11.

16. Waiver

No receipt of money by HCRRA from the City after any default by the City or after the expiration of this Permit or after the service of any notice or after the commencement of any suit or after final judgment for possession of said Premises, shall waive such default or reinstate, continue or extend the term of this Permit or affect any such notice or suit, as the case may be. No waiver of any default of the City shall be implied from omission by HCRRA to take any action on account of such default, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated.

17. Breach

It is further agreed between the parties hereto, that if the City shall breach or make default in any of the conditions, covenants or agreements of this Permit, which breach or

default shall continue for fifteen (15) days after the City's receipt of written notice thereof from HCRRA, then it shall be lawful for HCRRA, then or at any time thereafter, to declare this Permit ended, and to re-enter the Premises and take possession thereof, with or without process of law, and to use any reasonable or necessary lawful force for regaining possession; whereupon the rights and obligations of the parties shall be the same as above specified in the case of termination pursuant to Paragraph 4; and it is hereby further agreed and provided that any waiver at any time of a breach of any condition, covenant or agreement of this Permit shall extend only to the particular breach so waived and shall, in no manner, impair or affect the existence of such condition, covenant or agreements, or the right of HCRRA thereafter to avail itself of same and any subsequent breach thereof. In the event HCRRA has to take action for repossession of the Premises, the City, its assigns or heirs shall be liable for reasonable attorney's fees incurred by HCRRA.

18. Assignment

The benefits and obligations of this Permit shall extend to and shall bind the heirs, administrators, executors, lessees, successors or assigns of the parties hereto, but no interest in this Permit shall be assigned, nor said Premises or any part thereof shall be sub-permitted, used or occupied by any party other than the City unless specifically stated herein. HCRRA reserves the right to review and revise the rental rate applicable to this Permit upon any change in the status of the Permit, the City or person occupying the Premises during the term of this Permit or any renewal thereof.

19. Improvements, Maintenance

The City shall be responsible for the construction of all improvements necessary to its use of the Premises whether constructed by itself or others, and shall be responsible for the construction of all bridges and crossings including, without limitation, under or over passes, required pursuant to Paragraph 24 deemed necessary for the City to provide trails on the Premises or to otherwise use the Premises. Plans, if any, shall be submitted to HCRRA for prior review and comment. HCRRA reserves the right to reject any plans for construction proposed by The City on the grounds, in HCRRA's sole discretion, that said plans are inappropriate or incompatible with its future use of the Premises. The City shall be responsible for maintenance of the Premises at its own expense. Maintenance includes, but is not limited to, maintaining the trail during the winter months, including snow and ice removal, mowing vegetation in areas abutting trails, fences and retaining walls and maintaining vegetation at 6 inches or less, except for those areas identified by HCRRA, from time to time in writing, as Midtown Greenway Landscaping and Planting Sites which shall be maintained in a manner consistent with the character of the landscaping and plantings.

20. Environmental Concerns

The City shall not create or permit any condition of the Premises that could present a threat to human health or to the environment. The City shall bear the expense of all practices or work, preventative, investigative or remedial, which may be required because of any conditions of the Premises introduced by the City, sub-permittees or invitees during the

City's period of use, including conditions introduced by the City, sub-permittees, or invitees which affect other lands. The City expressly agrees that the obligations it hereby assumes shall survive cancellation of this Permit. The City agrees that statutory limitation periods on actions to enforce these obligations shall not be deemed to commence until HCRRA discovers any such health or environmental impairment, and a remedial action plan necessary for development of the Premises to its highest and best use has been identified and approved by the appropriate local, state and federal regulatory agencies. The City hereby knowingly and voluntarily waives the benefits of any shorter limitation period.

HCRRA shall have the right, but not the duty, to enter upon the Premises from time to time as set forth below to inspect the Premises for environmental contamination and in the course thereof to conduct soil and groundwater testing and to perform environmental investigation, remediation or mitigation. HCRRA may enter the Premises during regular business hours of the City without prior notice, and may enter the Premises during periods other than regular business hours either with prior written consent of the City or without if HCRRA reasonably believes that an emergency exists on the Premises. HCRRA shall conduct any such inspections or testing so as to minimize interference with the City's operations. HCRRA's entry on to the Premises pursuant to this paragraph shall not relieve the City's obligation to pay rent under this Permit.

The City may make any inspections, tests, audits or reviews of the physical condition of the Premises, all at the City's sole cost and expense. Such inspections and tests may include, without limitation, soil tests, soil borings, surveys, environmental audits, and other tests of the Premises ("Environmental Inspection"). If the City elects to abandon its trail project and terminate this agreement due to its Environmental Inspection, the City shall restore the property to its prior condition, and provide HCRRA with copies of all reports and test result. The City agrees to indemnify, defend, and hold HCRRA harmless from any and all actual out-of-pocket expenses incurred by HCRRA related to containing or disposing of any contaminated materials released by such inspections.

In addition to the foregoing provisions of this Paragraph 20, and in exchange for the rights and privileges granted in this Permit Agreement the City hereby agrees to bear the expense of all practices or work, preventative, investigative or remedial necessary to comply with all federal, state, local and other governmental statutes, rules and regulations regarding any hazardous waste, pollutant, contaminant or petroleum-related material (collectively "contamination.") on the Premises necessary for the City's use of the Premises for trail and park purposes regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. However, should the City elect in its sole discretion to abandon its trail project and terminate this agreement, due to its Environmental Inspection, the City shall not be obliged to bear expenses enumerated in this sentence. Further, the City agreed to defend, indemnify and hold harmless HCRRA, its Commissioners, officers, agents and employees from any liability, claims, causes of action, judgements, damages, losses, costs or expenses, including reasonable attorney's fees arising from exercise of the rights granted by this Permit Agreement and resulting from the presence of any hazardous waste, pollutant, contaminant or petroleum-related material on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. The City expressly agrees that the

obligations it hereby assumes related to construction and operation of the park trail, shall survive the cancellation of this Permit.

For the below listed sites only, and only where such costs are not covered by third parties, HCRRA agrees to be responsible for contamination cleanup costs necessary for implementing Construction Plans dated August 1, 2002 for the 29th Street Midtown Greenway-Phase II Project in that said costs are also necessary for implementing future rail transit on the Corridor:

- a) the Sears Tunnel asbestos clean up Project identified as Minnesota Pollution Control Agency VIC Project No. VP16060;
- b) that portion of the Minnesota Department of Agriculture CMC Lite Yard Site located within the boundaries of the Permitted Premises on HCRRA's right of way generally known as the south wye.

21. Compliance with Laws, Ordinances and Rule

The City agrees to comply with all laws, ordinances and regulations of federal, state, municipal and local government agencies as they apply to use of the Premises. The City agrees to comply with rules as may be promulgated from time to time by HCRRA. The City may enforce its ordinances on the Premises, as it applies to third parties.

22. Condition of Premises Inspection

The City accepts the Premises in an "AS IS" condition with no express or implied representations or warranties by HCRRA as to the physical condition or fitness or suitability for any particular purpose, express or implied. The City is responsible for and has had ample opportunity to inspect the Premises, is familiar with the same, and has determined to its satisfaction the fitness of the Premises for its intended use.

23. Liens and Encumbrances

The City shall not permit any liens or encumbrances to be established or remain against the Premises, including but not limited to, encumbrances with respect to work performed or equipment or materials furnished in connection with use of the Premises by the City, its agents, employees, customers, invitees, sub-permittees, or other occupiers of the Premises pursuant to this Permit.

24. Relocation

In the event HCRRA determines, at its sole discretion, that relocation of the City's trail and any trail related facilities including, but not limited to, bridges and crossings added by the City or added on behalf of the City for trail purposes, is required to accommodate HCRRA's use of the Corridor for transportation purposes,, the City shall be required at its expense, and at

no cost to HCRRA to relocate, remove or alter all or any part of the City's trail improvements necessary to accommodate such use.

IN WITNESS WHEREOF, the parties hereto have signed this Permit Agreement as of _____, 20____,

**HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY**

Approved as to form and execution:

[Signature]
Assistant County Attorney
Date: 03/03/03

By: [Signature]
Chair, of Its Board
Date: 3/14/03

And: [Signature]
Deputy/Executive Director
Date: 3/14/03

Attest: [Signature]
Deputy/Clerk of Authority Board
Date: 3-14-03

Approved as to form [Signature]
[Signature]
Attorney for City of Minneapolis
Date: 1/27/03

CITY OF MINNEAPOLIS

By: [Signature]
Mayor
Date: _____

Attest: [Signature]
Assistant City Clerk
Date: 2/14/2003

And: [Signature]
Director of Public Works
Date: 2-4-03

And: [Signature]
Acting Assistant/City Finance Officer
Date: _____

PERMIT AGREEMENT
29th St. Greenway – Phase III Trail

This agreement ("Permit Agreement"), entered into by and between the Hennepin County Regional Railroad Authority, (hereinafter referred to as the "HCRRA"), a Minnesota political subdivision, and the City of Minneapolis, a Minnesota political subdivision (hereinafter referred to as the "City").

WHEREAS, HCRRA has invested in a transportation corridor paralleling Lake Street and lying between France Avenue and the west bank of the Mississippi River, in the City of Minneapolis known as the 29th Street Rail Corridor ("Corridor") for the purpose of implementing Light Rail Transit ("LRT") and other permitted future transportation uses; and

WHEREAS, Hennepin County has identified this transportation corridor and its proposed transportation improvements as an integral part of a vision for long-range property value enhancements and business developments known as Hennepin Community Works; and

WHEREAS, the Minneapolis neighborhoods adjoining this corridor, together with the City of Minneapolis, Hennepin County and HCRRA have named this Community Works project, the "Midtown Greenway", and

WHEREAS, the City of Minneapolis desires to implement temporary trail use on that portion of the Corridor lying between Minnehaha Avenue and the west bank of the Mississippi River ("Trail"); and

WHEREAS, HCRRA has acquired this portion of the Corridor from the Soo Line Railroad Company ("Soo") pursuant to that certain Purchase and Sale Agreement dated December 2, 2004, between HCRRA and Soo ("Soo Agreement"); and

WHEREAS, Soo has retained the rail line that runs parallel to and is immediately adjacent to the Premises ("Soo's Rail Line"). Freight rail operations will continue on Soo's Rail Line during the period in which City will construct and operate the Trail.

Pursuant to the Soo Agreement, certain covenants and obligations run with the land. City is willing to assume said obligations and abide by the covenants.

In consideration of the covenants by and between the parties contained in this Permit Agreement, it is hereby agreed:

1. Premises

HCRRA hereby agrees to grant certain rights and benefits to the City hereinafter described with regard to that certain real property described as follows:

That part of HCRRA's right of way, located in the City of Minneapolis, between Minnehaha Ave. and the west bank of the Mississippi River, the northerly limits being a line parallel with and twenty feet southerly of the existing Soo Line Railroad Company railroad tracks. The southerly limits being the southerly construction limits shown on the construction plans for the 29th St. Midtown Greenway – Phase III, attached hereto as, Exhibit "A".

The said real estate shall be hereinafter described as the "Premises."

2. Uses

The Premises shall be for the temporary use of the City, its agents, officers, employees, sub-permittees and invitees for trail purposes, including but not limited to pedestrian use, in-line skating, bicycles and other non motorized uses, and all requirements necessary to the enjoyment of the Premises for said uses. The City shall be granted temporary use of adjacent lands controlled by HCRRA as reasonably required for maintenance of the Premises.

3. Term

The term of this Permit shall be for an indefinite period, commencing on execution of this Permit Agreement by the Chair of HCRRA until termination in accordance with Paragraph 4.

4. Termination

Either party may, at any time and for any reason, terminate this Permit by giving one hundred eighty (180) days' written notice to the other of its intention to do so in accordance with provisions of Paragraph 26. Except as provided herein and in Paragraph 17, this Permit Agreement may not be terminated or revoked by either party.

5. Temporary Nature of Use

The City acknowledges that the Premises was acquired by HCRRA specifically and solely for the purpose of constructing a light rail transit system or other permitted transportation uses and its associated facilities and that it is HCRRA's intention to allow the City to use the Premises only until it is needed for that purpose. Nothing in this Permit shall be deemed to evidence any change by HCRRA of its intended use of the Premises for light rail transit purposes or other permitted transportation uses. Rather, HCRRA has agreed to the terms of this Permit to provide a temporary use for the Premises during the time required for further planning and development of the light rail transit system or other permitted transportation uses.

6. Rights Upon Termination

On the expiration of one-hundred eighty (180) days after service of notice of termination, this Permit, and all rights hereunder, shall terminate and be at an end, saving and excepting such rights as may have accrued to either party prior to termination. The City

shall, without further notice or demand, deliver possession of the Premises to HCRRA at the expiration of said one-hundred eighty (180) days and shall, before the expiration of said one-hundred eighty (180) days, remove all buildings and property placed upon the Premises which it has the right to remove. If it shall fail to remove the buildings and property, its right to remove them, at the option of HCRRA, shall cease and the City's interest to the buildings and property shall be forfeited and the same shall belong to HCRRA. If HCRRA elects, it may, at any time after the expiration of said period of one-hundred eighty (180) days, tear down and/or remove any or all such buildings and property without any liability for damages in any respect whatsoever at the expense of the City. The City shall thereupon promptly reimburse HCRRA for all expenses incurred by it in doing so.

7. Rent

Upon any termination of this Permit, rent shall be paid by the City to the date of termination at the rate of \$1.00 per year.

8. Sub-Permits

The City may grant permits to sub-permittees upon written approval by HCRRA. The City shall submit a copy of the permit to HCRRA for approval. Any sub-permit shall be on the same terms and conditions and limited to the same uses as are contained in this Permit.

HCRRA consents to, and the City will grant to the County of Hennepin and other third parties a temporary construction and access easement for purpose of constructing improvements necessary for the City's use of the Premises and for construction related environmental clean up in a form substantially as contained in Exhibit "B" hereto. HCRRA's consent does not relieve the City of any of the obligations it has undertaken pursuant to this Permit Agreement, including, but not limited to, the City's obligation to defend, indemnify and hold HCRRA harmless contained in Paragraph 12. Upon the City granting such easement, the County of Hennepin and the other third parties shall be considered the City's sub-permittees for purposes of Paragraph 12.

9. Signage

The City shall provide, install and maintain signage, including kiosks, on the Premises identifying the Premises as a temporary trail corridor of the City, by permission of the owner, HCRRA, until the Premises are used for light rail transit or other transportation uses. Any such signage shall also identify the improvement as part of Hennepin Community Works.

10. Nuisance, Waste

The City shall not permit the existence of any nuisance on the Premises. The City, at all times, shall keep the Premises clean and shall comply with all laws, ordinances and regulations respecting the City's business and use and occupation of the Premises. The City, at its sole cost, shall make any and all improvements, alterations, repairs and additions, and install all appliances required on the Premises by or under any such regulations, ordinances

or laws. No bills, posters or advertising matter of any kind shall be posted on the Premises; provided, however, that the City may post on appropriate structures, informational materials relating to the permitted uses. The City shall use all reasonable precautions to prevent any waste, injury, death or property damage and shall modify, repair or replace any railings, fencing, pathways or other improvements on the Premises when necessary.

11. Utilities, Title, Rights of Others

The City accepts the Premises subject to the rights of any person, firm or corporation, including HCRRA and Soo in and to any existing telephone, telegraph and/or other wires, poles and facilities, above and underground, of any kind whatsoever, whether or not of record, and should it, at any time, become necessary because of the City's use of the Premises to relocate any of said poles, wires or facilities by reason of this Permit, the City shall bear and pay the cost of so doing.

The City also accepts the Premises subject to any want or failure at any time of HCRRA's title to the Premises or any part thereof and the City shall assume any damages sustained by the City in connection therewith. The City also accepts such Premises subject to rights of any party, including HCRRA and Soo, in and to any roadways, easements, leases and permits, whether granted, at HCRRA's sole discretion, either prior to or after the date of this Permit Agreement. The City agrees to provide to HCRRA or other tenants of HCRRA access over and through the Premises on these roadways and easements should such access be deemed necessary by HCRRA. The City accepts said Premises subject to the right of HCRRA, its employees, agents, lessees, and contractors when reasonably necessary to walk upon said Premises to repair adjacent property and the right of HCRRA, its employees, agents, lessees, and contractors to temporarily place equipment upon the Premises when reasonably necessary for the purpose of maintaining, repairing, inspecting or constructing upon HCRRA's other property.

12. Indemnification

The City shall defend, indemnify and hold harmless HCRRA, its Commissioners, officers, agents, and employees from any liability, claims, causes of action, judgments, damages, losses, costs or expenses, including reasonable attorney's fees, resulting directly or indirectly from an act or omission of the City, its contractors, subcontractors, officers, agents, employees, customers, invitees, sub-permittees, permittees, lessees or other occupiers of the Premises.

Notwithstanding the foregoing, the City is not responsible to defend, indemnify and hold HCRRA harmless for the acts or omission of "other occupiers" who are present on the Premises pursuant to an easement, lease or permit granted to them by HCRRA.

HCRRA shall not be liable to the City or those claiming by, through, or under the City for any injury, death or property damage occurring in, on or about the Premises based upon the design, construction, operation or maintenance of the Premises by the City or any other entity or resulting from the presence of freight rail operations adjacent to the Premises, nor for the loss or damage by reason of the present or future condition of repair of the Premises,

or for the loss or damage arising from the acts or omissions of the City, its contractors, subcontractors, officers, agents, employees, customers, invitees, sub-permittees, permittees, lessees, or other occupiers of the Premises, including those “other occupiers” present on the Premises pursuant to an easement, lease or other permit granted to them by HCRRA.

13. Insurance

The City further agrees that if in any case the release and indemnity provided in this paragraph shall not be valid, HCRRA shall have the full benefit of any insurance effected by the City upon the property injured, destroyed or damaged and/or against the hazard involved; and the City agrees that any and all such insurance shall be so written that the insurer shall have no claim or recourse of any kind whatsoever against HCRRA in connection therewith.

13.1 Trail Operations, Insurance and Self-Insurance: During such time as Trail operations or construction activities related to Trail operations are conducted on the Premises, City shall, at its entire cost and expense, maintain, and require any contractor or agent acting on its behalf to maintain, until written notice from HCRRA to City of Abandonment of all common carrier railroad activity on Soo’s Rail Line, the following insurance:

13.1.1 Commercial General Liability: City shall maintain comprehensive general liability insurance (or be fully self-insured for the same) which shall insure City against loss, with limits of liability of not less than \$5,000,000 during the periods of any construction on the Premises and \$2,000,000 at all other times, combined single limits with respect to injuries to or death of one or more persons and damage to property in any one occurrence (or such other lesser amounts within the limits provided for by Minn. Stat. Sec. 466.04, as it may from time to time be amended).

13.1.2 Railroad Protective Liability Coverage: During any periods of construction on the Premises, City shall maintain at its sole expense, in effect a railroad protective liability policy of insurance insuring HCRRA and Soo with limits of liability of not less than \$5,000,000 and \$2,000,000 at all other times, with respect to combined single limits with respect to injuries to or death of one or more persons and damage to property in any one occurrence.

13.1.3 Workers’ Compensation Insurance: At all times City shall maintain workers’ compensation insurance (or be fully self-insured for the same) in a manner that fully meets the requirements of the laws of the State of Minnesota, including the requirements of an occupational disease law.

13.1.4 General Provisions: All insurance coverage amounts in this Paragraph 13 shall be adjusted every five years in proportion to the change in the Consumer Price Index, All Items, All Urban

Consumers, U.S. City Average, 1982-84=100, during the preceding five year period. City shall require the companies insuring City to waive all rights of subrogation against HCRRA and Soo (or any other railway company) which the insurer may have as a result of any loss. City shall require the company issuing comprehensive general liability coverage to provide coverage for the risks covered by the indemnity provisions herein for the benefit of HCRRA. City shall also name HCRRA and Soo as an additional insured and provide a certificate of insurance to HCRRA and Soo evidencing the coverages required above and further providing that such insurance shall not be canceled by the insured or the insurer on less than thirty days' advance written notice to HCRRA and Soo. Notwithstanding the foregoing, City or any successor or assign that is a public agency will be permitted to self-insure the risks covered by insurance required under this Paragraph 13. The above provisions shall not act as, and it is not City's or HCRRA's intent that the foregoing provisions shall act as, a waiver of any of City's or HCRRA's defenses, immunities or other limitations on liability granted by statute or common law.

14. Covenants

The City, in consideration of the rights granted herein, covenants and agrees to pay the rent promptly, and to fully abide by and perform all and singular the conditions, covenants and agreements to be observed and performed by the City and to yield up the Premises unto HCRRA at the expiration or termination of the Permit Agreement in as good condition as when entered upon.

14.1 Trail Operations Fence Covenant. City hereby covenants to construct, maintain, repair and replace at its sole cost and expense, a fence reasonably acceptable to HCRRA and Soo and complying with all applicable laws and regulations (including, but not limited to, laws and regulations governing the fencing of railroad property) so long as Trail operations are conducted on the Premises. The fence shall run along the track side boundary line of the Premises. The fence shall be constructed by the earlier of: (i) the date of completion of any Trail construction activity on the Premises by City, or (ii) within sixty (60) days following written notice from HCRRA or Soo, based upon planned commencement of Trail operations. This covenant will automatically terminate on the date of Abandonment of Soo's Rail Line, as defined by this Permit Agreement. If it is necessary for City to have access to Soo's Rail Line in order to install the fencing required in this paragraph, City shall obtain permission from Soo for right of entry at that time.

14.2 Environmental Covenant - Covenant Not to Sue. By entering into this Permit Agreement, City acknowledges that it is accepting the Premises in an "AS IS" condition and covenants and agrees not to sue HCRRA and Soo and their

respective directors, officers, stockholders, divisions, agents, affiliates, subsidiaries, successors, lessees and assigns, or anyone acting on its behalf or their behalf with respect to any Claims (including without limitation all Claims arising under any Environmental Law), existing and contingent, known and unknown, that City had, has or may have, whether arising at common law, in equity, or under a federal, state or local statute, rule or regulation, arising out of, resulting from, or relating to the condition of the Premises in existence prior to the effective date of this Permit Agreement. The foregoing shall apply to any condition of the Premises, known or unknown, contemplated or un contemplated, suspected or unsuspected, including without limitation the presence of any Hazardous Substance on the Premises, whether such Hazardous Substance is located on or under the Premises, or has migrated from or to the Premises, regardless of whether the foregoing condition of the Premises was caused in whole or in part by HCRRA's or Soo's actions or inactions.

14.3 General Release and Covenant Not to Sue. City acknowledges and agrees that the movement of Soo's locomotives, trains or cars and the work incidental to the maintenance of the right of way and tracks near the Premises involves some risk of injury to people and damage to structures and property. As one of the material considerations of this Permit Agreement (without which it would not be executed by HCRRA) City expressly assumes said risk and hereby releases and covenants not to sue HCRRA or Soo with regard to any and all claims related to any Trail operations conducted on the Premises, of every kind, past, present or future, existing or contingent, known or unknown, arising from any injury or death of individuals, injury to any corporation or other entity and damage to real or personal property (including property of the parties and Soo hereto), including structures and their appurtenances, equipment and appliances, while such persons or property are in or on the Premises or on or near Soo's Rail Line, including, but not limited to, when such injury or damage has been caused by or is attributable to, in whole or in part, by Soo's operation of locomotives, trains or cars, the performance of maintenance in the vicinity of the Premises, or any other act or omission of Soo except to the extent caused by Soo's intentional malicious acts. The foregoing release and covenant not to sue shall benefit Soo, Soo's lessees as of the date HCRRA accepted transfer of title to the Premises from Soo and their directors, officers, employees, stockholders, divisions, agents, affiliates, subsidiaries or anyone acting on their behalf and HCRRA (the "Released Parties") and to the successors and assigns of the Released Parties, to the extent that such successor or assign acquires all, or a controlling interest in a Released Party, and is (i) a Class I railroad, as defined by the Surface Transportation Board, or (ii) a governmentally-owned or controlled rail operator.

15. Quiet Enjoyment

HCRRA has the right and authority to enter into this Permit Agreement and if the City pays the rent required hereby and otherwise performs the terms hereof to be performed by the City, the City shall, during the term hereof, be entitled to quiet enjoyment and possession of the Premises subject to the termination provisions hereof. Notwithstanding the foregoing,

City acknowledges that the rights provided to it by virtue of the Permit are subject to the provisions of Paragraphs 11 and 20, and as otherwise provided by this Permit Agreement.

16. Waiver

No receipt of money by HCRRA from the City after any default by the City or after the expiration of this Permit or after the service of any notice or after the commencement of any suit or after final judgment for possession of said Premises, shall waive such default or reinstate, continue or extend the term of this Permit or affect any such notice or suit, as the case may be. No waiver of any default of the City shall be implied from omission by HCRRA to take any action on account of such default, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated.

17. Breach

It is further agreed between the parties hereto, that if the City shall breach or make default in any of the conditions, covenants or agreements of this Permit, which breach or default shall continue for fifteen (15) days after the City's receipt of written notice thereof from HCRRA, then it shall be lawful for HCRRA, then or at any time thereafter, to declare this Permit ended, and to re-enter the Premises and take possession thereof, with or without process of law, and to use any reasonable or necessary lawful force for regaining possession; whereupon the rights and obligations of the parties shall be the same as above specified in the case of termination pursuant to Paragraph 6; and it is hereby further agreed and provided that any waiver at any time of a breach of any condition, covenant or agreement of this Permit shall extend only to the particular breach so waived and shall, in no manner, impair or affect the existence of such condition, covenant or agreements, or the right of HCRRA thereafter to avail itself of same and any subsequent breach thereof. In the event HCRRA has to take action for repossession of the Premises, the City, its assigns or heirs shall be liable for reasonable attorney's fees incurred by HCRRA.

18. Assignment

The benefits and obligations of this Permit shall extend to and shall bind the heirs, administrators, executors, lessees, successors or assigns of the parties hereto, but no interest in this Permit shall be assigned, nor said Premises or any part thereof shall be sub-permitted, used or occupied by any party other than the City unless specifically stated herein. HCRRA reserves the right to review and revise the rental rate applicable to this Permit upon any change in the status of the Permit, the City or person occupying the Premises during the term of this Permit or any renewal thereof.

19. Improvements, Maintenance

The City shall be responsible for the construction of all improvements necessary to its use of the Premises whether constructed by itself or others, and shall be responsible for the construction of all bridges and crossings including, without limitation, under or over passes, required pursuant to Paragraph 24 deemed necessary for the City to provide

trails on the Premises or to otherwise use the Premises. Further, City shall be responsible for all requirements as to fencing pursuant to Paragraph 14. Plans, if any, shall be submitted to HCRRA for prior review and comment. HCRRA reserves the right to reject any plans for construction proposed by the City on the grounds, in HCRRA's sole discretion, that said plans are inappropriate or incompatible with its future use of the Premises or that Soo has determined that the plans for fencing are unacceptable pursuant to Paragraph 14. The City shall be responsible for maintenance of the Premises at its own expense. Maintenance includes, but is not limited to, maintaining the Trail during the winter months, including snow and ice removal, mowing vegetation in areas abutting trails, fences and retaining walls and maintaining vegetation at 6 inches or less, except for those areas identified by HCRRA, from time to time in writing, as Midtown Greenway Landscaping and Planting Sites which shall be maintained in a manner consistent with the character of the landscaping and plantings.

The City recognizes that in accordance with HCRRA's authorizing statutes, HCRRA is not assuming, nor does it agree to undertake, liability or risk from the construction, operation, or maintenance of the Trail. City has entered into a Memorandum of Understanding (MOU) with Hennepin County setting forth responsibilities for construction, operation and maintenance of the Trail for Phase 2 and Phase 3 of the Midtown Greenway, which is attached hereto as Exhibit "C" and is hereby incorporated into this Permit Agreement by reference. The foregoing incorporation does not limit or change the City's obligations and responsibilities to HCRRA under this Permit Agreement. Nor does it in anyway preclude HCRRA from obtaining relief against City, whether at law or equity, for the breach of any of those obligations or responsibilities.

20. Environmental Concerns

The City shall not create or permit any condition of the Premises that could present a threat to human health or to the environment. The City shall bear the expense of all practices or work, preventative, investigative or remedial, which may be required because of any conditions of the Premises introduced by the City, sub-permittees or invitees during the City's period of use, including conditions introduced by the City, sub-permittees, or invitees which affect other lands. The City expressly agrees that the obligations it hereby assumes shall survive cancellation of this Permit. The City agrees that statutory limitation periods on actions to enforce these obligations shall not be deemed to commence until HCRRA discovers any such health or environmental impairment, and a remedial action plan necessary for development of the Premises to its highest and best use has been identified and approved by the appropriate local, state and federal regulatory agencies. The City hereby knowingly and voluntarily waives the benefits of any shorter limitation period.

HCRRA shall have the right, but not the duty, to enter upon the Premises from time to time as set forth below to inspect the Premises for environmental contamination and in the course thereof to conduct soil and groundwater testing and to perform environmental investigation, remediation or mitigation. HCRRA may enter the Premises during regular business hours of the City without prior notice, and may enter the Premises during periods other than regular business hours either with prior written consent of the City or without if

HCRRA reasonably believes that an emergency exists on the Premises. HCRRA shall conduct any such inspections or testing so as to minimize interference with the City's operations. HCRRA's entry on to the Premises pursuant to this paragraph shall not relieve the City's obligation to pay rent under this Permit.

The City may make any inspections, tests, audits or reviews of the physical condition of the Premises, all at the City's sole cost and expense. Such inspections and tests may include, without limitation, soil tests, soil borings, surveys, environmental audits, and other tests of the Premises ("Environmental Inspection"). If the City elects to abandon its Trail project and terminate this agreement due to its Environmental Inspection, the City shall restore the property to its prior condition, and provide HCRRA with copies of all reports and test result. The City agrees to indemnify, defend, and hold HCRRA harmless from any and all actual out-of-pocket expenses incurred by HCRRA related to containing or disposing of any contaminated materials released by such inspections.

In addition to the foregoing provisions of this Paragraph 20, and in exchange for the rights and privileges granted in this Permit Agreement the City hereby agrees to bear the expense of all practices or work, preventative, investigative or remedial necessary to comply with all Environmental Laws necessary for the City's use of the Premises for Trail purposes regardless of whether or not the Hazardous Substances to which the Environmental Laws apply were present on the Premises before or after the commencement of this Permit Agreement. However, should the City elect in its sole discretion to abandon its Trail project and terminate this agreement, due to its Environmental Inspection, the City shall not be obliged to bear expenses enumerated in this sentence. Further, the City agrees to defend, indemnify and hold harmless HCRRA, its Commissioners, officers, agents and employees from any liability, claims, causes of action, judgements, damages, losses, costs or expenses, including reasonable attorney's fees arising from exercise of the rights granted by this Permit Agreement and resulting from the presence of any Hazardous Substances on the Premises regardless of whether or not the same was present on the Premises before or after the commencement of this Permit Agreement. The City expressly agrees that the obligations it hereby assumes related to construction and operation of the Trail, shall survive the cancellation of this Permit.

21. Compliance with Laws, Ordinances and Rule

The City agrees to comply with all laws, ordinances and regulations of federal, state, municipal and local government agencies as they apply to use of the Premises. The City agrees to comply with rules as may be promulgated from time to time by HCRRA. The City may enforce its ordinances on the Premises, as it applies to third parties.

22. Condition of Premises Inspection

The City accepts the Premises in an "AS IS" condition with no express or implied representations or warranties by HCRRA as to the physical condition or fitness or suitability for any particular purpose, express or implied. The City is responsible for and has had ample opportunity to inspect the Premises, is familiar with the same, and has determined to its satisfaction the fitness of the Premises for its intended use.

23. Liens and Encumbrances

The City shall not permit any liens or encumbrances to be established or remain against the Premises, including but not limited to, encumbrances with respect to work performed or equipment or materials furnished in connection with use of the Premises by the City, its agents, employees, customers, invitees, sub-permittees, or other occupiers of the Premises pursuant to this Permit.

24. Relocation

In the event HCRRA determines, at its sole discretion, that relocation of the City's Trail and any Trail related facilities including, but not limited to, bridges and crossings added by the City or added on behalf of the City for Trail purposes, is required to accommodate HCRRA's use of the Corridor for transportation purposes, the City shall be required at its expense, and at no cost to HCRRA to relocate, remove or alter all or any part of the City's Trail improvements necessary to accommodate such use.

25. Assignment and Assumption of Obligations – Soo Agreement; Consent of Soo Required

In consideration for the rights granted to City by this Permit Agreement to construct and operate the Trail on the Premises, HCRRA hereby assigns and City hereby assumes all trail related obligations contained in the Soo Agreement, including without limitation the Trail Operations Fence Covenant contained in Paragraph 5 and the Insurance obligations contained in Paragraph 24 of the Soo Agreement ("Trail Obligations"). City understands and acknowledges that City may not exercise the rights granted by this Permit Agreement until this assignment and assumption of the Trail Obligations by City has been consented to in writing by Soo.

26. Notice

Notices permitted or required by this Permit Agreement must be in writing and shall be delivered in legible form to the business address of the party to whom addressed. The business addresses of the parties are as follows:

To HCRRA: Hennepin County Regional Railroad Authority
417 North Fifth Street, Suite 320
Minneapolis, MN 55401
Attn: Manager of Leasing and Land Management

To City: City of Minneapolis Department of Public Works
Attn: Director of Public Works
City Hall, Room 203
305 South 5th Street
Minneapolis, MN 55415-1315

To Soo: Canadian Pacific Railway
501 Marquette Avenue, Suite 804
Minneapolis, MN 55402
Attn: Directory, Real Estate Marketing, US

27. Definitions

“Abandonment” shall mean the date that is twelve (12) months after Soo, or its successor or assign, discontinues rail operations upon Soo’s Rail Line with the intention of not resuming rail operations and following the exercise by Soo of authority granted by the Surface Transportation Board (STB) or other applicable authorization, to abandon its common carrier railroad operations upon Soo’s Rail Line, or such other earlier date following abandonment authorization that Soo may stipulate.

“Claims” shall mean any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorneys’ fees, consultants’ fees, costs, remedial action costs, cleanup costs and expenses which may be related to any claims).

“Environmental Law” shall mean the Comprehensive Environmental Response, Compensation and Liability Act (“CERCLA”) 42 U.S.C. § 9601 et seq. the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act, 33 U.S.C. § 1251 et seq., the Clean Water Act, 33 U.S.C. § 1321 et seq., the Clean Air Act, 42 U.S.C. § 7401 et seq., the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law or ordinance dealing with the protection of human health, safety, natural resources or the environment now existing and hereafter enacted.

“Hazardous Substance” or “Hazardous Substances” shall mean any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law.

IN WITNESS WHEREOF, the parties hereto have signed this Permit as of _____, 2005.

Reviewed by County Attorney's Office:

Date:

5/10/05

73-53003
C-21733

**HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY**

BY:

Chair of Its Board

Date:

And:

Deputy Executive Director

Date:

Attest:

Deputy/Clerk of Authority Board

Date:

CITY OF MINNEAPOLIS

Approved

By:

City Engineer-Director of Public Works

Date:

Approved as to Form:

By:

Assistant City Attorney

Date:

Approved

By:

City Finance Officer or Designee

Date:

Exhibit C

Trailside Amenities Lifespan

Category	Expected Useful Life (EUL), Average Years
Sign/Wayfinding	15 Years
Bench	15 Years
Refuse	10 Years
Recycling	10 Years
Concrete Pad	25 Years
Drinking Fountain	10 Years



TO: Minneapolis Park and Recreation Board

FROM: Mimi Kalb, Assistant Superintendent, Recreation

DATE: 12/04/2024

SUBJECT: PRESENTATION OF NEW MODEL FOR CITYWIDE NEEDS BASED FREE AND REDUCED COST YOUTH PROGRAMMING STRATEGY

BACKGROUND

Currently the MPRB free and reduced cost programs include three options for youth: Fee Assistance, Scholarship, ACP Free Youth Programming (at 17 sites), and Free Rec Plus (at 3 sites). A new citywide, needs-based strategy combining the current options, that will take effect for summer 2025 programs, will be presented and discussed. This strategy presentation is in response to the Budget Action Goal "Identify a Citywide needs based free and reduced cost programming strategy for the Minneapolis Parks to replace the three current programs."

This discussion items supports the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

01. Foster belonging and equity

03. Provide core services with care

Strategy:

1.8: Prioritize youth and seniors in programming and park projects through ongoing research, proactive engagement, and embedding innovation in our culture and practices.

3.9: Implement programming that sets the standard for all other youth-serving organizations in the city, and strategically align youth programming and childcare to fill gaps in city and other partner agency offerings.

MK 11/25/24

Jbr 12.4.2024



TO: Minneapolis Park and Recreation Board

FROM: Michael Schroeder, Assistant Superintendent, Planning Division

DATE: 4 December 2024

SUBJECT: DISCUSSION OF DIAMOND SPORTS FACILITIES STUDY AND IMPROVEMENT OF
FIELDS FOR HIGH SCHOOL GIRLS SOFTBALL

BACKGROUND

The Board of Commissioners, through Resolution 2022-341, directed a study of athletic facilities in the MPRB system. The first of those studies addresses Diamond Sports with a specific goal and charges as indicated in the Board's directive:

- Goal: To establish facilities for athletic pursuits providing high-level experiences for users regardless of ability.
- Charge: To engage separate Advisory Committees to develop directions for improving athletic facilities (diamond sports, athletic field sports, court sports, and winter sports) in the Minneapolis park system.
- Charge: To develop facility plans for Diamond Sports, Athletic Field Sports, Courts Sports, and Winter Recreation. The plans shall provide guidance relative to classification of existing facilities according to standards developed as a part of the planning process. The study process shall consider and recommend standards for access and use, permits for recreation use, standards for care for each type, distribution of facilities (as a confirmation of distribution established in Service Area Master Plans), enhancement or expansion of facilities, and other factors relevant to increasing the use and quality of experience for various athletic facilities in the MPRB system. Articulation of the various plans will be aligned with previously created Skate Park Activity Plan and Urban Agriculture Plan.

The response to the charge involved a Technical Advisory Committee comprised of representatives of diamond sports organizations using MPRB facilities as well as staff responsible for scheduling and maintaining fields. The report attempts to frame that input with a series of actions necessary for advancement, many of which have associated staffing and funding needs. With a few remaining details, the report on diamond sports facilities is nearly complete and will be shared with the Board of Commissioners.

Further actions by the Board of Commissioners directed the improvement of fields, with specifications aligned with high school girls softball. Staff and the TAC formed an initial recommendation, but the number and locations of fields slated for improvements has continued



to evolve. Commissioners will be provided with a list of those and other possibilities, recognizing the limited funding currently available for this purpose.

This discussion items supports the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

01. Foster belonging and equity

02. Steward a continuum of nature and recreation

Strategy:

1.2: Connect the stories of park history with the stories of today's park users, projects and staff, and promote them widely.

2.1: Prioritize preservation of historic, cultural and scenic resources with protection of natural resources and contemporary recreational needs in park management, design, implementation, interpretation, and development decisions.

Attachments: None

Jbr 12.4.2024



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: December 4, 2024

SUBJECT: MINNEAPOLIS PARK & RECREATION BOARD ACTIVE PROFESSIONAL SERVICE
AGREEMENTS 11-21-2024

Attachments:

Attachment A - Active Professional Service Agreements 11-21-2024

Jbr 12.4.2024

Minneapolis Park and Recreation Board
Professional Services - Active
11-21-2024

Fund	Dept	Supplier Name	Supplier ID	Contract	Begin Dt	Expire Dt	Max. Contract Amt	PO No.	Available Contract Balance	Sum Expended Amount	Contract Description	Document Contract Manager
14300	9101000	106 GROUP LTD, THE	16670	COM0004897	1/1/2022	12/31/2024	\$ 150,000.00	841730	\$ 150,000.00	\$ -	MPRB - ARCHAEOLOGY AND HISTORY	Clifton P Swenson
11500	7101331	ACRT, INC.	3313	COM0004471	9/1/2021	8/31/2026	\$ 100,000.00	834938	\$ 25,309.40	\$ 74,690.60	MPRB - ARBORIST TRAINING	INACTIVE Ralph C. Sievert
14300	9101000	Advance Consulting LLC	33393	COM0007822	1/15/2024	12/31/2025	\$ 50,000.00	924041	\$ 46,100.00	\$ 3,900.00	MPRB - INDIGENOUS EVAL SVCS	Clifton P Swenson
11500	7101109	AGG MARKETING LLC	24097	COM0007882	3/15/2024	12/31/2024	\$ 57,400.00	926001	\$ 19,516.00	\$ 37,884.00	MPRB - RETENTION & RECRUITMENT	Jennifer B Ringold
14300	9101000	ALTA PLANNING & DESIGN, INC.	12796	COM0004489	10/1/2021	12/31/2024	\$ 150,000.00	832405	\$ 120,140.05	\$ 29,859.95	MPRB-PLANNING AND ENGINEERING	Clifton P Swenson
14300	9101000	AMERICAN ENGINEERING TESTING, INC.	6595	COM0007271	9/15/2023	12/31/2026	\$ 150,000.00	906684	\$ 113,236.24	\$ 36,763.76	MPRB-BUILDING SERVICES	Clifton P Swenson
11500	7101701	AON RISK CONSULTANTS, INC.	26165	COM0000455	1/1/2019	12/31/2024	\$ 30,000.00	727224	\$ 30,000.00	\$ -	MPRB-ACTUARIAL SERVICES	Julia M Wiseman
11500	7101701	AON RISK INSURANCE SERVICES WEST, INC.	27000	COM0001187	1/1/2019	12/31/2024	\$ 36,000.00	744111	\$ 12,000.00	\$ 24,000.00	MPRB-ACTUARIAL SERVICES	Julia M Wiseman
11500	7101105	ARCSTONE TECHNOLOGY, INC.	25348	COM0007841	5/1/2024	5/1/2029	\$ 118,150.00	924554	\$ 117,036.25	\$ 1,113.75	MPRB - WEB MGMT SVCS	Cisco, Taylor
11500	7101105	ARCSTONE TECHNOLOGY, INC.	25348	C-43714	5/14/2018	5/1/2024	\$ 195,500.00	746935	\$ 12,602.52	\$ 182,897.48	MPRB- MIGRATON PUBLIC WEBSITE	Cisco, Taylor
11500	7106550	ARTEDUTC LLC	33427	COM0007840	4/1/2024	4/1/2025	\$ 25,000.00	926281	\$ 25,000.00	\$ -	MPRB - DRAWING CLASSES	Steve Thompson
11500	7107600	Arux Software, Inc.	29593	COM0004139	8/9/2021	8/9/2026	\$ 125,000.00	823208	\$ 125,000.00	\$ -	MPRB-RECREATION SOFTWARE	Chad William Lauber
14300	9101100	ASPINWALL, CARRIE	23999	COM0007551	12/1/2023	12/31/2025	\$ 100,000.00	917047	\$ 77,100.00	\$ 22,900.00	MPRB-COMMUNICATIONS-OUTREACH	Clifton P Swenson
14300	9101000	ASPINWALL, CARRIE	23999	COM0007275	8/15/2023	12/31/2025	\$ 43,100.00	906721	\$ 7,248.12	\$ 35,851.88	MPRB-DOCUMENT MGMNT SERVICES	Carrie Ann Christensen
11500	7106103	AVHS Theater Booster Club	30371	COM0008156	5/13/2024	12/31/2024	\$ 10,400.00	933367	\$ -	\$ 10,400.00	MPRB - ETC PRODUCTIONS/ISD 196	Steve Thompson
16600	7107608	AVI SYSTEMS, INC.	155	COM0004291	9/1/2021	8/31/2026	\$ 150,000.00	830501	\$ 57,565.06	\$ 92,434.94	MPRB-CONFERENCE TECHNOLOGY	Chad William Lauber
14300	9101100	BACKGROUND STORIES CO	22605	COM0006244	12/1/2022	12/31/2025	\$ 100,000.00	873349	\$ 100,000.00	\$ -	MPRB-PUBLIC OUTREACH	Clifton P Swenson
11500	7101105	BACKGROUND STORIES CO	22605	COM0006298	12/1/2022	12/31/2024	\$ 16,000.00	874735	\$ 3,737.50	\$ 12,262.50	MPRB-DESIGN WORK 22 ANNUAL RPT	Dawn T Sommers
11500	7101511	BANC, LLP	32546	COM0007120	1/1/2023	1/1/2028	\$ 100,000.00	900735	\$ 53,690.00	\$ 46,310.00	MPRB-EMPLOYMENT CONSULTATION	Mae Ruth Brooks
14300	9101000	BARR ENGINEERING COMPANY	192	COM0007070	6/15/2023	12/31/2026	\$ 175,000.00	899194	\$ 115,217.89	\$ 59,782.11	MPRB-ENVIRONMENTAL CONSULTING	Clifton P Swenson
14300	9101200	BARR ENGINEERING COMPANY	192	COM0004064	5/19/2021	12/31/2025	\$ 501,538.00	819808	\$ 19,862.25	\$ 481,675.75	MPRB - ARCHITECT SERVICES	Carrie Ann Christensen
14300	9101000	BARR ENGINEERING COMPANY	192	COM0004912	1/1/2022	12/31/2024	\$ 150,000.00	841242	\$ 11,929.77	\$ 138,070.23	MPRB-ENVIRONMENTAL- CONSULTING	Clifton P Swenson
11500	7106400	Baztec, Inc.	32493	COM0007061	6/22/2023	6/24/2028	\$ 20,000.00	898655	\$ 10,950.00	\$ 9,050.00	MPRB-FISHING PROGRAMING SERVIC	Peter Jaeger
14300	9101200	BENTZ THOMPSON & RIETOW, INC.	210	COM0005920	7/1/2022	12/31/2025	\$ 360,806.00	864616	\$ 14,990.00	\$ 345,816.00	MPRB-LAKE HARRIET FACILITY ASS	Clifton P Swenson
14300	9101100	BENTZ THOMPSON & RIETOW, INC.	210	COM0003660	3/1/2021	12/31/2025	\$ 375,030.00	811400	\$ 73,467.89	\$ 301,562.11	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
11500	7106113	BENTZ THOMPSON & RIETOW, INC.	210	COM0004605	11/1/2021	6/20/2024	\$ 100,000.00	834560	\$ 45,647.11	\$ 54,352.89	MPRB-ARCHITECTURAL SERVICES	Mary Pulscher
14300	9101000	BRAUN INTERTEC CORPORATION	6637	COM0004930	2/1/2022	12/31/2024	\$ 150,000.00	841519	\$ 904.42	\$ 149,095.58	MPRB-CONSULTING SERVICES	Clifton P Swenson
14300	9101000	BUETOW 2 ARCHITECTS, INC.	24222	COM0004904	1/1/2022	12/31/2024	\$ 150,000.00	841731	\$ 150,000.00	\$ -	MPRB-ARCHITECTURE-RELATED SERV	Clifton P Swenson
14300	9101100	Burbach Aquatics, Inc.	31374	COM0005919	6/1/2022	12/31/2024	\$ 175,000.00	864615	\$ 175,000.00	\$ -	MPRB-POOL SERVICE-IMPROVEMENT	Jonathan Duesman
14300	9101000	BUSCH ARCHITECTS, INC.	7745	COM0004901	1/15/2022	12/31/2024	\$ 150,000.00	840950	\$ 43,115.21	\$ 106,884.79	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
11500	7101109	CALE AMERICA, INC.	17388	COM0004140	9/1/2021	9/1/2026	\$ 926,976.00	825146	\$ 396,303.12	\$ 530,672.88	MPRB-PARKING OPERATION SERVICE	Anne E Olson
11500	7101314	Carp Solutions LLC	32263	COM0006825	4/1/2023	12/31/2024	\$ 25,000.00	890702	\$ 1,972.30	\$ 23,027.70	MPRB-CARP FEASIBILITY ASSESS	Rachael Crabb
16600	7107601	CDW, LLC	2966	COM0001890	1/1/2020	9/30/2026	\$ 2,600,000.00	764290	\$ 454,280.95	\$ 2,145,719.05	MPRB-MICROSOFT LICENSE	Julia M Wiseman
16600	7107600	CITYDATA, Inc.	33126	COM0007593	1/1/2024	12/31/2024	\$ 6,225.00	918443	\$ 6,225.00	\$ -	MPRB-DATA-ANALYTICS SERVICES	Chad William Lauber
14300	9101000	CIVIL SITE GROUP, PC	24780	COM0007195	8/1/2023	12/31/2025	\$ 125,000.00	903822	\$ 90,340.00	\$ 34,660.00	MPRB-SURVEY AND ENGINEERING	Clifton P Swenson
14300	9101000	COLLABORATIVE DESIGN GROUP, INC.	18511	COM0004906	1/1/2022	12/31/2024	\$ 150,000.00	840962	\$ 126,041.25	\$ 23,958.75	MPRB - ARCHITECTURAL SERVICES	Clifton P Swenson
11500	7106122	COMPLETELY IT	22133	COM0004001	7/7/2021	7/6/2026	\$ 50,000.00	821897	\$ 49,000.00	\$ 1,000.00	MPRB-LEAGUE MANAGEMENT	Chad William Lauber
11500	7101520	ComplyNet, LLC	30881	COM0008415	8/8/2024	8/7/2027	\$ 48,700.00	946515	\$ 43,340.00	\$ 5,360.00	MPRB - ONLINE DATA & CHEM INVE	Jolyn Crum
11950	7107523	CONSERVATION CORPS	15532	COM0007854	3/1/2024	3/1/2025	\$ 223,820.00	924974	\$ 45,756.00	\$ 178,064.00	MPRB - ENVIRONMENTAL STEWARD	James Robert Shaffer
14300	9101000	CUNURBATION, LLC	15786	COM0005808	7/1/2022	12/31/2025	\$ 99,500.00	861333	\$ 99,500.00	\$ -	MPRB-PROJECT MANAGEMENT SERVIC	Clifton P Swenson
11500	7101511	Courageous Change Collective LLC	29730	COM0004851	12/1/2021	12/31/2024	\$ 115,000.00	840211	\$ 13,125.00	\$ 101,875.00	DOCUMENT MANAGEMENT SERVICES	Mae Ruth Brooks
17800	7108702	CUNINGHAM GROUP ARCHITECTURE, INC.	7215	COM0003153	12/2/2020	12/31/2024	\$ 950,966.00	797640	\$ 258.04	\$ 950,707.96	MPRB-ARCHITECTURE SERVICES	Daniel Y Elias
14300	9101100	DAMON FARBER ASSOCIATES, INC.	6695	COM0007359	10/1/2023	12/31/2026	\$ 175,000.00	909659	\$ 66,724.03	\$ 108,275.97	MPRB-MISSISSIPPI N-VEH BRIDGE	Clifton P Swenson
14300	9101000	DAMON FARBER ASSOCIATES, INC.	6695	COM0007823	2/1/2024	12/31/2026	\$ 405,000.00	924149	\$ 286,449.47	\$ 118,550.53	MPRB - DESIGN SV GRAND ROUNDS	Clifton P Swenson
14300	9101200	DAMON FARBER ASSOCIATES, INC.	6695	COM0008596	9/4/2024	12/31/2026	\$ 250,000.00	949476	\$ 238,138.00	\$ 11,862.00	MPRB - LK HIAWATHA STUDY/DESIGN	Tyler William Pederson
14300	9101100	DAMON FARBER ASSOCIATES, INC.	6695	COM0005809	8/1/2022	12/31/2025	\$ 175,000.00	861334	\$ 580.34	\$ 174,419.66	MPRB-LANDSCAPE ARCHITECTURAL	Tyler William Pederson
16600	7107608	DATA TRANSFER SOLUTIONS, LLC	24449	C-42680	7/24/2017	3/22/2025	\$ 1,200,700.00	790554	\$ 157,079.00	\$ 1,043,621.00	MPRB-SUPPORT ENTERPRISE ASSET	Chad William Lauber
11500	7101333	DAVEY RESOURCE GROUP, INC.	27788	COM0008503	8/22/2024	8/31/2029	\$ 85,000.00	945608	\$ 84,552.50	\$ 447.50	MPRB - OAK WILT MGMT SVCS	Mary Elizabeth Magers
11500	7101331	DAVEY RESOURCE GROUP, INC.	27788	COM0004658	1/1/2021	12/31/2025	\$ 130,000.00	835742	\$ 94,937.50	\$ 35,062.50	MPRB-DOCUMENT MANAGEMENT	INACTIVE Ralph C. Sievert
11500	7101333	DAVEY RESOURCE GROUP, INC.	27788	COM0001279A	9/1/2019	8/31/2024	\$ 75,000.00	774739	\$ 37,483.50	\$ 37,516.50	MPRB - OAK WILT MANAGEMENT	INACTIVE Ralph C. Sievert
11500	7106410	DePasquale, Casey	28947	COM0004278	6/17/2021	12/31/2024	\$ 50,000.00	828839	\$ 13,936.00	\$ 36,064.00	MPRB-CERAMICS WORKSHOP	Brittany M Walsh

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Fund	Dept	Supplier Name	Supplier ID	Contract	Begin Dt	Expire Dt	Max. Contract Amt	PO No.	Available Contract Balance	Sum Expended Amount	Contract Description	Document Contract Manager
14300	9101000	DIVERSITY LANDWORKS	24203	COM0005305	5/1/2022	12/31/2024	\$ 61,500.00	849628	\$ -	\$ 61,500.00	MBRB-GOAT BROWSING SERVICES	Jeremy Barrick
14300	9101000	DRB CONSULTING LLC	23420	COM0007688	1/15/2024	12/31/2026	\$ 100,000.00	921098	\$ 100,000.00	\$ -	MPRB-PROJECT MGMT SERVICES	EVENSON, JOHN
14300	9101000	EDI DOLEJS, INC.	27638	COM0007645	1/1/2024	12/31/2026	\$ 125,000.00	920084	\$ 118,600.00	\$ 6,400.00	MPRB-ELECTRICAL-MECHANICAL SVC	Clifton P Swenson
14300	9101000	EGAN FIELD AND NOWAK, INC.	6721	COM0007550	11/15/2023	12/31/2025	\$ 134,300.00	917046	\$ 43,300.00	\$ 91,000.00	MPRB-SURVEYING SERVICES-SCP	Clifton P Swenson
14300	9101000	ELAN DESIGN LAB, INC.	24556	COM0005921	8/1/2022	12/31/2025	\$ 150,000.00	864617	\$ 131,465.00	\$ 18,535.00	MPRB-CIVIL ENGINEER SERVICES	Clifton P Swenson
11500	7101314	ELECTRIC PUMP LLC	2280	COM0006669	2/27/2023	12/31/2025	\$ 35,000.00	885831	\$ 35,000.00	\$ -	MPRB-AERATION PUMP SERVICES	Bryan Massich
14300	9101100	EMMONS & OLIVIER RESOURCES, INC.	7945	COM0006585	3/1/2023	12/31/2026	\$ 175,000.00	883581	\$ 8,363.11	\$ 166,636.89	MPRB-LANDSCAPE ARCHITECTURE	Phyllis Carol HejlStone
14300	9101100	EMMONS & OLIVIER RESOURCES, INC.	7945	COM0007272	9/11/2023	12/31/2026	\$ 105,553.20	906692	\$ 73,464.29	\$ 32,088.91	MPRB-MALL PARK ROADWAY WOONERF	Colleen H O'Dell
14300	9010000	EMMONS & OLIVIER RESOURCES, INC.	7945	COM0004970	2/1/2022	12/31/2024	\$ 150,000.00	842908	\$ 145,688.00	\$ 4,312.00	MPRB-ENVIRONMENTAL SERVICES	Clifton P Swenson
14300	9101000	EMMONS & OLIVIER RESOURCES, INC.	7945	COM0004971	2/1/2022	12/31/2024	\$ 150,000.00	842950	\$ 146,547.50	\$ 3,452.50	MPRB-LANDSCAPE ARCHITECTURE	Clifton P Swenson
14300	9101000	ENVIRONMENTAL HEALTH TESTING SERVICES	25098	COM0005078	2/1/2022	12/31/2024	\$ 150,000.00	844787	\$ 150,000.00	\$ -	MPRB-HAZARDOUS MATERIALS	Clifton P Swenson
11500	7101109	ENVIRONMENTAL SYSTEMS RESEARCH	7205	COM0008420	8/4/2024	8/3/2027	\$ 385,260.00	943704	\$ 385,260.00	\$ -	MPRB - SOFTWARE SUPPORT - GIS	Chad William Lauber
11500	7106416	Erickson, Allison	29093	COM0005475	4/17/2022	8/31/2025	\$ 75,000.00	853929	\$ 46,008.50	\$ 28,991.50	MPRB-YOUTH DANCE INSTRUCTION	Ann C Heath
11500	7101105	ERIN SCOTT	19386	COM0005052	2/7/2022	5/7/2024	\$ 20,000.00	844956	\$ 15,950.00	\$ 4,050.00	MRRB-GRAPHIC DESIGN SERVICES	Dawn T Sommers
11500	7106103	ERIN SCOTT	19386	C-42222	3/10/2017	4/15/2024	\$ 40,000.00	703899	\$ 14,256.25	\$ 25,743.75	MPRB-GRAPHIC DESIGN	Dawn T Sommers
14300	9101100	FERNANDEZ, CARLOS	21730	COM0007232	7/31/2023	12/31/2025	\$ 63,850.00	904907	\$ 8,752.10	\$ 55,097.90	MPRB-CLINTON PARK DESIGN	Bianca Paz
14300	9101100	FERNANDEZ, CARLOS	21730	COM0004922	1/1/2022	12/31/2024	\$ 260,069.60	841282	\$ 25,150.00	\$ 234,919.60	MPRB-DESIGN & ENGINEERING	Bianca Paz
11500	7106505	Figure Skating Club of Minneapolis	33375	COM0007646	1/1/2024	12/31/2025	\$ 15,000.00	920110	\$ 15,000.00	\$ -	MPRB-SKATING INSTRUCTION	Ann C Heath
11500	7106505	Figure Skating Club of Minneapolis	33375	COM0007681	1/1/2024	12/31/2025	\$ 15,000.00	920800	\$ 15,000.00	\$ -	MPRB-SKATING INSTRUCTION	Ann C Heath
14300	9101200	FIHAN Design & Architecture	30236	COM0005126	2/16/2022	12/31/2028	\$ 3,074,642.00	846439	\$ 1,886,486.40	\$ 1,188,155.60	MPRB-NORTH COMMONS IMPROVEMENT	Daniel Y Elias
11500	7108540	FinnlyTech, Inc.	32160	COM0006845	4/17/2023	4/16/2026	\$ 25,000.00	891448	\$ 10,716.50	\$ 14,283.50	MPRB-RINK SCHEDULING MGMNT	Chad William Lauber
16600	7107608	Flycast Partners, Inc.	32418	COM0007532	12/15/2023	12/15/2026	\$ 56,805.10	916406	\$ 32,828.40	\$ 23,976.70	MPRB-Help Desk Services	Chad William Lauber
14300	9101000	GALE TEC ENGINEERING, INC.	21686	COM0007594	1/1/2024	12/31/2026	\$ 125,000.00	918444	\$ 125,000.00	\$ -	MPRB-GEOTECHNICAL ENGINEERING	Clifton P Swenson
11500	7101109	GLOBAL PAYMENTS, INC.	27477	COM0005899	4/6/2022	4/6/2025	\$ 750,000.00	865146	\$ 410,200.77	\$ 339,799.23	MPRB-REC MGMT SOFTWARE&MAINT	Anne E Olson
11500	7101251	GZA GeoEnvironmental, Inc.	30137	COM0005013	2/28/2022	12/31/2024	\$ 150,000.00	843844	\$ 145,831.25	\$ 4,168.75	MPRB-ENVIRONMENTAL SERVICES	Clifton P Swenson
14300	9101000	HAGEN, CHRISTENSEN & MCILWAIN	7000	COM0006572	3/1/2023	12/31/2025	\$ 150,000.00	883157	\$ 139,730.00	\$ 10,270.00	MPRB-ARCHITECTURAL CONSULTING	Clifton P Swenson
14300	9101000	HALLBERG ENGINEERING	11481	COM0004929	1/1/2022	12/31/2024	\$ 150,000.00	841534	\$ 150,000.00	\$ -	MPRB-BUILDING COMMISSION SERV	Clifton P Swenson
14300	9101000	HANSEN THORP PELLINEN OLSON, INC.	6769	COM0007701	1/1/2024	12/31/2026	\$ 150,000.00	921365	\$ 91,819.50	\$ 58,180.50	MPRB-PROF CIVIL ENGINEER SVCS	Clifton P Swenson
14300	9101000	HANSEN THORP PELLINEN OLSON, INC.	6769	COM0007815	2/1/2024	12/31/2026	\$ 125,000.00	923877	\$ 108,554.00	\$ 16,446.00	MPRB - OWNER'S REP SVCS	Clifton P Swenson
14300	9101100	HANSEN THORP PELLINEN OLSON, INC.	6769	COM0007529	10/31/2023	12/31/2026	\$ 62,500.00	916324	\$ 36,903.00	\$ 25,597.00	MPRB-SURVEY SERVICES	Phyllis Carol HejlStone
14300	9101100	HANSEN THORP PELLINEN OLSON, INC.	6769	COM0007233	8/15/2023	12/31/2025	\$ 60,700.00	904918	\$ 48,215.50	\$ 12,484.50	MPRB-MILL RUINS PARK BOARDWALK	Clifton P Swenson
14300	9101100	HANSEN THORP PELLINEN OLSON, INC.	6769	COM0006007	10/1/2022	12/31/2025	\$ 125,000.00	867343	\$ 110,994.75	\$ 14,005.25	MPRB-SURVEYING SERVICES	Clifton P Swenson
14300	9101000	Hess, Roise and Company, Ltd	29385	COM0004902	1/1/2022	12/31/2024	\$ 150,000.00	840960	\$ 150,000.00	\$ -	MPRB-HISTORIC SUPPORT SERVICES	Clifton P Swenson
14300	9101000	HOISINGTON KOEGLER GROUP, INC.	7283	COM0007747	1/1/2024	12/31/2026	\$ 150,000.00	922468	\$ 78,138.81	\$ 71,861.19	MPRB - LANDSCAPE ARCHITECH SVC	Clifton P Swenson
14300	9101000	HOISINGTON KOEGLER GROUP, INC.	7283	COM0007749	1/1/2024	12/31/2025	\$ 150,000.00	922469	\$ 146,138.75	\$ 3,861.25	MPRB - OWNERS REP SERVICES	Clifton P Swenson
11500	7101314	INSTRUMENTAL RESEARCH, INC.	6788	COM0006229	1/1/2023	12/31/2025	\$ 561,000.00	872645	\$ 280,619.50	\$ 280,380.50	MPRB-WATER QUALITY MONITORING	Rachael Crabb
11500	7101513	INTERACTION TRACTION, INC.	24729	COM0005232	1/1/2022	12/31/2026	\$ 175,000.00	847940	\$ 166,250.00	\$ 8,750.00	MPRB-HR TRAING & MEDIATION	Mae Ruth Brooks
14300	9101000	Inter-Fluve, Inc.	27829	COM0007953	2/1/2024	12/31/2026	\$ 255,868.00	927762	\$ 143,519.12	\$ 112,348.88	MPRB - DESIGN AND ENGINEER SV	Clifton P Swenson
14300	9101100	Inter-Fluve, Inc.	27829	COM0002361	4/15/2020	12/31/2024	\$ 298,600.00	774770	\$ 12,593.40	\$ 286,006.60	MPRB-CONSTRUCTION MGMT	Daniel Y Elias
14300	9101000	INTERPRETATIONS, LLC	16415	COM0005550	4/1/2022	12/31/2024	\$ 75,000.00	854996	\$ 74,259.99	\$ 740.01	MPRB-TRANSLATION-LANGUAGE SERV	Clifton P Swenson
11500	7101314	JOHN HENRY FOSTER MINNESOTA, INC.	925	COM0006580	2/27/2023	12/31/2025	\$ 45,000.00	883512	\$ 45,000.00	\$ -	MPRB-LAKE AERATION MAINTENANCE	Bryan Massich
11500	7101314	JOHN HENRY FOSTER MINNESOTA, INC.	925	COM0006597	2/27/2023	12/31/2025	\$ 175,000.00	884023	\$ 159,104.21	\$ 15,895.79	MPRB-LAKE AERATION COMPRESSOR	Bryan Massich
14300	9101000	JOHNSON LAFFEN GALLOWAY ARCHITECTS LTD	23284	COM0006485	12/15/2022	12/31/2025	\$ 125,000.00	880361	\$ 43,691.95	\$ 81,308.05	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
14300	9101000	JUXTAPOSITION, INC.	7088	COM0005378	4/1/2022	12/31/2024	\$ 100,000.00	851104	\$ 77,200.00	\$ 22,800.00	MPRB-PUBLIC ARTS AND SERVICES	Clifton P Swenson
14300	9101000	KFI ENGINEERS, PC	28012	COM0005210	3/15/2022	12/31/2024	\$ 125,000.00	848228	\$ 125,000.00	\$ -	MPRB-BUILDING COMMISSIONING	Clifton P Swenson
14300	9101200	KIMLEY HORN AND ASSOCIATES, INC.	9985	COM0006535	2/15/2023	12/31/2026	\$ 577,500.00	882061	\$ 10,753.49	\$ 566,746.51	MPRB-GRACO AND BOOM ISLAND PRK	Carrie Ann Christensen
14300	9101200	KIMLEY HORN AND ASSOCIATES, INC.	9985	COM0006986	4/25/2023	12/31/2025	\$ 361,040.00	896476	\$ 15,564.43	\$ 345,475.57	MPRB-NOKOMIS-HIAWATHA TRL IMPR	Jonathan Duesman
14300	9101200	KIMLEY HORN AND ASSOCIATES, INC.	9985	COM0004774	12/1/2021	12/31/2024	\$ 464,585.00	836962	\$ 18,224.34	\$ 446,360.66	MPRB-ARCHITECTURAL SERVICES	Tyler William Pederson
11500	7101252	KOUFFELD, MEADOW J.	33525	COM0007878	3/1/2024	12/31/2025	\$ 11,700.00	925856	\$ 11,700.00	\$ -	MPRB - TAXIDERMY SERVICES	Adam Regn Arvidson
14300	9101000	KRECH O'BRIEN, MUELLER & ASSOCIATES, INC	19453	COM0004923	2/1/2022	12/31/2024	\$ 150,000.00	841314	\$ 149,325.00	\$ 675.00	MPRB-ENGINEERING SERVICES	Clifton P Swenson
11500	7101512	Larson, Steven A.	27279	COM0008158	5/13/2024	12/31/2025	\$ 75,000.00	932958	\$ 25,776.67	\$ 49,223.33	MPRB - COMPENSATION STUDY	Mae Ruth Brooks

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Fund	Dept	Supplier Name	Supplier ID	Contract	Begin Dt	Expire Dt	Max. Contract Amt	PO No.	Available Contract Balance	Sum Expended Amount	Contract Description	Document Contract Manager
11500	7101513	LOCKRIDGE, GRINDAL, NAUEN P.L.L.P.	1945	COM0004959	2/17/2022	12/31/2025	\$ 175,000.00	843683	\$ 629.93	\$ 174,370.07	MPRB-LEGAL SERVICES	Mae Ruth Brooks
14300	9101100	LOCUS ARCHITECTURE, LTD	13949	COM0006444	1/1/2023	12/31/2025	\$ 175,000.00	878753	\$ 110,163.75	\$ 64,836.25	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
16600	7107607	LOFFLER COMPANIES, INC.	6838	COM0001715	12/16/2019	12/15/2026	\$ 173,764.19	758071	\$ 26,890.20	\$ 146,873.99	MPRB - DOCUMENT MANAGEMENT	Chad William Lauber
14300	9101100	LUKEN ARCHITECTURE, PA	24688	COM0006445	1/1/2023	12/31/2025	\$ 150,000.00	878751	\$ 74,233.75	\$ 75,766.25	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
14300	9101000	LUKEN ARCHITECTURE, PA	24688	COM0004903	1/1/2022	12/31/2024	\$ 150,000.00	840961	\$ 63,324.50	\$ 86,675.50	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
14300	9101200	MACDONALD AND MACK ARCHITECTS	1087	COM0007581	11/15/2023	12/31/2026	\$ 135,975.00	918126	\$ 57,567.50	\$ 78,407.50	MPRB-MINNEHAHA SLOPE & STAIRS	Phyllis Carol HejiStone
14300	9101100	MACDONALD AND MACK ARCHITECTS	1087	COM0006446	12/15/2022	12/31/2025	\$ 150,000.00	878750	\$ 10,782.70	\$ 139,217.30	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
11500	7101109	MARCO TECHNOLOGIES LLC	2254	COM0004041	1/15/2021	1/15/2024	\$ 300,000.00	819467	\$ 26,089.75	\$ 273,910.25	MPRB - MANAGE PRINT SERVICE	Anne E Olson
16600	7107608	MATRIX COMMUNICATIONS, INC.	18352	COM0003431	3/1/2021	2/28/2026	\$ 175,000.00	806206	\$ 11,299.13	\$ 163,700.87	MPRB-NETWORK INFRASTRUCTURE	Chad William Lauber
11500	7101314	MCCOMAS, STEVE R.	8434	COM0008216	6/16/2024	2/1/2027	\$ 41,000.00	937684	\$ 41,000.00	\$ -	MPRB - SCUBA EARLY DETECTION	Josh Poole
14300	9101000	MCCOMAS, STEVE R.	8434	COM0006740	4/15/2023	12/31/2026	\$ 100,000.00	888209	\$ 83,420.00	\$ 16,580.00	MPRB-ENVIRONMENTAL CONSULTING	Clifton P Swenson
11500	7101314	MCCOMAS, STEVE R.	8434	COM0000331	3/27/2019	6/15/2024	\$ 40,300.00	724176	\$ 38,350.00	\$ 1,950.00	MPRB-INVASIVE SPECIES SURVEY	Rachael Crabb
14300	9101000	MCKINSTRY ESSENTION, INC.	12314	C-28164	8/3/2010	8/3/2025	\$ 449,875.00	432055	\$ -	\$ 449,875.00	MPRB-GRNTD ENERGY SAVINGS AGMT	INACTIVE Jeff Evenson
11950	7107502	MCMONIGAL ARCHITECTS LLC	27929	COM0007331	8/15/2023	12/31/2025	\$ 47,000.00	908727	\$ 17,781.20	\$ 29,218.80	MPRB-RENOVATE THEODORE WIRTH	Clifton P Swenson
14300	9101000	MCMONIGAL ARCHITECTS LLC	27929	COM0006527	1/31/2023	12/31/2025	\$ 125,000.00	881809	\$ 55,434.73	\$ 69,565.27	MPRB-ARCHITECT DESIGN-CONSULT	Clifton P Swenson
14300	9101100	Mend Collaborative, Inc.	32079	COM0006786	3/1/2023	12/31/2026	\$ 201,610.00	889348	\$ 34,838.20	\$ 166,771.80	MPRB-FOLWELL PARK PROJECT	Clifton P Swenson
14300	9101000	MIDWEST LANGUAGE BANC, INC.	19413	COM0005498	3/1/2022	12/31/2024	\$ 100,000.00	855476	\$ 100,000.00	\$ -	MPRB-INTERPRETATION SERVICES	Clifton P Swenson
11500	7106421	Miller, Tobie	29022	COM0004860	6/14/2021	12/31/2024	\$ 50,000.00	840352	\$ 36,687.50	\$ 13,312.50	MPRB-CERAMICS-POWDERHORN PARK	Elizabeth Kraus
14300	9101000	MINNEAPOLIS PARKS FOUNDATION	9749	COM0007835	3/1/2024	12/31/2026	\$ 100,000.00	924361	\$ 90,340.00	\$ 9,660.00	MPRB - COMMUNITY ENGAGEMENT	Adam Regn Arvidson
14300	9101000	MINNESOTA INTERPRETERS & TRANSLATORS	25446	COM0005285	4/1/2022	12/31/2024	\$ 75,000.00	848995	\$ 72,489.39	\$ 2,510.61	MPRB-TRANSLATION SERVICES	Clifton P Swenson
11500	7105601	MN STATE DEPT OF NATURAL RESOURCES	2360	C-25646	1/1/2001	12/31/2030	\$ 2,100,500.00	410491	\$ 25,674.95	\$ 2,074,825.05	MPRB-FORT SNELLING STATE PARK	Mimi T Kalb
14300	9010000	Nienow Cultural Consultants LLC	29198	COM0007755	2/1/2024	12/31/2026	\$ 150,000.00	922653	\$ 150,000.00	\$ -	MPRB - ARCHAEOLOGY SERVICES	Clifton P Swenson
14300	9101100	Northwestern Surveying & Engineering Inc	28990	COM0006005	10/1/2022	12/31/2025	\$ 100,000.00	867266	\$ 96,350.00	\$ 3,650.00	MPRB-SURVEYING SERVICES	Clifton P Swenson
14300	9101000	OLSON AND NESVOLD ENGINEERS, P.S.C.	16153	COM0007266	9/1/2023	12/31/2026	\$ 150,000.00	906409	\$ 91,887.50	\$ 58,112.50	ENGINEERING-CONSULT-STRUTURAL	Clifton P Swenson
11500	7101511	OLSON CONSULTING GROUP, P.A.	15946	COM0004997	1/1/2022	12/31/2026	\$ 110,000.00	843682	\$ 66,200.00	\$ 43,800.00	MPRB-HR CONSULTING SERVICES	Mae Ruth Brooks
16600	7107608	OPENGOV, INC.	21279	COM0007945	3/22/2024	3/21/2029	\$ 855,000.00	927672	\$ 626,632.99	\$ 228,367.01	MPRB - ASSET MGMT SYSTEM	Chad William Lauber
16600	7107607	PARALLEL TECHNOLOGIES LLC	7231	COM0003412	2/18/2021	2/18/2026	\$ 5,000,000.00	805822	\$ 2,666,116.64	\$ 2,333,883.36	MPRB-SECURITY SYSTEM SERVICES	Andrew Nordin
14300	9101000	PAUL DAVID HAUGO	19699	COM0007595	1/1/2024	12/31/2026	\$ 125,000.00	918445	\$ 107,820.00	\$ 17,180.00	MPRB-GEO-TECHNICAL SERVICES	Clifton P Swenson
14300	9101000	PAULSON AND CLARK ENGINEERING, INC.	8297	COM0005049	2/1/2022	12/31/2024	\$ 150,000.00	844110	\$ 147,000.00	\$ 3,000.00	MPRB-MECHANICAL ENGINEERING	Clifton P Swenson
14300	9101000	PAULSON AND CLARK ENGINEERING, INC.	8297	COM0005048	2/1/2022	12/31/2024	\$ 150,000.00	844122	\$ 147,625.00	\$ 2,375.00	MPRB-ELECTRICAL ENGINEERING	Clifton P Swenson
14300	9101000	PAULSON AND CLARK ENGINEERING, INC.	8297	COM0005051	2/28/2022	12/31/2024	\$ 150,000.00	844109	\$ 148,550.00	\$ 1,450.00	MPRB-STRUCTURAL ENGINEERING	Clifton P Swenson
11500	7101511	PERCEPTYX, INC.	22806	C-44535	1/1/2019	12/31/2024	\$ 80,000.00	927989	\$ 20,000.00	\$ 60,000.00	MPRB-EMPLOYEE CENSUS SURVEY	Mae Ruth Brooks
14300	9101200	PERKINS AND WILL, INC.	13832	COM0001517	9/18/2019	12/31/2024	\$ 2,368,444.00	757939	\$ 123,237.61	\$ 2,245,206.39	MPRB - DESIGN SERVICES	Julie M Aldrich
17900	7101314	PHYCO TECH, INC.	8258	COM0007956	3/29/2024	4/1/2026	\$ 126,000.00	927856	\$ 111,130.00	\$ 14,870.00	MPRB - ZOOPLANKTON ANALYSIS	Rachael Crabb
11500	7101314	PHYCO TECH, INC.	8258	COM0004938	4/1/2022	4/1/2024	\$ 110,000.00	846234	\$ 48,244.00	\$ 61,756.00	MPRB-ALGAL ANALYSIS	Rachael Crabb
11500	7106405	PILLSBURY UNITED COMMUNITIES	1791	C96-15053	1/1/1996	12/31/2024	\$ 1,247,000.00	650518	\$ 13,658.33	\$ 1,233,341.67	MPRB-MGMT/OPERATION AGMT COYLE	Julia M Wiseman
11500	7101311	PLM LAKE AND LAND MANAGEMENT CORP	23348	COM0004040	8/1/2021	12/31/2025	\$ 68,000.00	821455	\$ 64,622.00	\$ 3,378.00	MPRB - INVASIVE SPECIES RESPON	Debra Pilger
11950	7107523	PRAIRIE RESTORATIONS, INC.	1816	COM0007888	3/11/2024	3/11/2027	\$ 32,403.00	925948	\$ 21,348.00	\$ 11,055.00	MPRB - PRESCRIBED BURN SVCS	James Robert Shaffer
11500	7105719	PRAIRIE RESTORATIONS, INC.	1816	COM0003758	6/21/2021	9/30/2024	\$ 58,650.00	827145	\$ 52,312.50	\$ 6,337.50	MPRB - LANDSCAPE SERVICES	Nicolas Matthew Diaz
17800	7108400	PROSHOPKEEPER COMPUTER SOFTWARE	24289	COM0004191	1/1/2021	12/31/2024	\$ 173,000.00	825499	\$ 283.00	\$ 172,717.00	MPRB-GOLF MANAGMENT SOFTWARE	INACTIVE Larry Umphrey
11500	7101101	PROVOX Systems, Inc.	29594	COM0004098	7/19/2021	7/18/2026	\$ 100,000.00	821760	\$ 39,525.00	\$ 60,475.00	MPRB- MANAGEMENT SOFTWARE	Chad William Lauber
14300	9101100	Ramaker & Associates, Inc.	31453	COM0006018	8/1/2022	12/31/2024	\$ 125,000.00	867451	\$ 98,876.25	\$ 26,123.75	MPRB-AQUATIC ENGINEERING	Tyler William Pederson
14300	9101000	RANI ENGINEERING, LLC	26327	COM0005287	4/1/2022	12/31/2024	\$ 150,000.00	849047	\$ 150,000.00	\$ -	MPRB-CIVIL ENGINEERING SERVICE	Clifton P Swenson
11500	7101311	REGENTS OF THE U OF M	2378	COM0006862	5/1/2023	6/30/2025	\$ 12,600.00	892438	\$ 9,100.00	\$ 3,500.00	MPRB-ELOISE BUTLER BEE STUDY	Susan Wilkins
11500	7101302	REGENTS OF THE UNIVERSITY OF MN	7505	COM0003325	10/1/2020	9/30/2025	\$ 235,000.00	803117	\$ 47,000.00	\$ 188,000.00	MPRB-TREE RESEARCH PROJECT	INACTIVE Ralph C. Sievert
11500	7101313	RES GREAT LAKES LLC	9464	COM0007562	12/1/2023	12/1/2026	\$ 50,000.00	917451	\$ 39,623.00	\$ 10,377.00	MPRB-INVASIVE CATTAIL CONTROL	James Robert Shaffer
11500	7106103	REVOLUTIONARY SPORTS, LLC	15659	COM0005218	4/1/2022	12/31/2024	\$ 750,000.00	847962	\$ 675,935.29	\$ 74,064.71	MPRB-CHILDREN SPORTS PROGRAM	Mimi T Kalb
11500	7101101	RICE, WALTHER & MOSLEY LLP	7563	COM0007561	1/1/2024	12/31/2024	\$ 100,000.00	917443	\$ 4,772.25	\$ 95,227.75	MPRB-BRIAN RICE LOBBYING	Alfred Bangoura
14300	9101000	RoehrSchmitt Architecture LLC	26870	COM0005046	2/1/2022	12/31/2024	\$ 150,000.00	844111	\$ 150,000.00	\$ -	MPRB-ARCHITECTURAL SERVICES	Clifton P Swenson
14300	9101000	RUPPERT APPRAISAL & CONSULTATION	1919	COM0005811	7/15/2022	12/31/2024	\$ 125,000.00	861336	\$ 125,000.00	\$ -	MPRB-PROPERTY APPRAISAL&CONSUL	Clifton P Swenson
16700	7107802	SFM RISK SOLUTIONS, INC.	14900	COM0008796	10/30/2024	10/31/2027	\$ 293,700.00	954467	\$ 287,327.00	\$ 6,373.00	MPRB - WORK COMP 3RD PARTY ADM	Rhonda Heryla

Minneapolis Park and Recreation Board
Professional Services - Active
11-21-2024

Fund	Dept	Supplier Name	Supplier ID	Contract	Begin Dt	Expire Dt	Max. Contract Amt	PO No.	Available Contract Balance	Sum Expended Amount	Contract Description	Document Contract Manager
16700	7107802	SFM RISK SOLUTIONS, INC.	14900	COM0006111	11/1/2022	10/31/2024	\$ 200,000.00	870123	\$ 93,781.36	\$ 106,218.64	MPRB-WORKERS'COMPENSATION	Rhonda Heryla
14300	9101000	SGA GROUP, INC.	24703	COM0007825	1/31/2024	12/31/2026	\$ 150,000.00	924150	\$ 150,000.00	\$ -	MPRB - LANDSCAPE ARCH CONSULT	Clifton P Swenson
14300	9101000	SGA GROUP, INC.	24703	COM0005449	4/1/2022	12/31/2025	\$ 100,000.00	852521	\$ 100,000.00	\$ -	MPRB-POOL ENGINEERING SERVICES	Clifton P Swenson
11500	7105101	Simplar Sourcing Solutions, LLC	31629	COM0006353	12/15/2022	12/31/2024	\$ 150,000.00	876432	\$ 50,000.00	\$ 100,000.00	MPRB-NEW ASSET MANAGEMENT SYS	Chris DesRoches
11500	7101520	SKULSKI, JENNIFER K.	21978	COM0007680	1/15/2024	12/31/2026	\$ 15,000.00	920619	\$ 15,000.00	\$ -	MPRB-ADA COMPLIANCE SERVICES	Jennifer B Ringold
11500	7101102	SMITH PARTNERS PROFESSIONAL, LLP	4167	COM0007857	3/1/2024	2/28/2025	\$ 10,000.00	925008	\$ -	\$ 10,000.00	MPRB - LAKE ST GREENWAY PTNRSH	Alfred Bangoura
11500	7101102	SMITH PARTNERS PROFESSIONAL, LLP	4167	COM0007856	3/1/2024	2/28/2025	\$ 15,000.00	925007	\$ -	\$ 15,000.00	MPRB - CEDAR RIVERSIDE PARTNER	Alfred Bangoura
14300	9101200	SNOW KREILICH ARCHITECTS	29453	COM0003938	5/19/2021	12/31/2025	\$ 495,542.00	940932	\$ -	\$ 495,542.00	MPRB - GRACO PARK PROJECT	Carrie Ann Christensen
14300	9101000	Solution Blue, Inc.	27157	COM0005289	4/1/2022	12/31/2024	\$ 150,000.00	849222	\$ 150,000.00	\$ -	MPRB-CIVIL ENGINEERING SERVICE	Clifton P Swenson
14300	9101100	Stantec Consulting Services Inc.	27258	COM0003871	3/1/2021	12/31/2025	\$ 177,168.82	940933	\$ 18,124.40	\$ 159,044.42	MPRB - WADING POOL IMPROVEMENT	Crystal A Passi
14300	9101000	STEEN ENGINEERING, INC.	24454	COM0005079	2/1/2022	12/31/2024	\$ 125,000.00	844788	\$ 125,000.00	\$ -	MPRB-ELECTRICAL ENGINEERING	Clifton P Swenson
14300	9101000	STEEN ENGINEERING, INC.	24454	COM0005080	2/1/2022	12/31/2024	\$ 125,000.00	844789	\$ 125,000.00	\$ -	MPRB-MECHANICAL ENGINEERING	Clifton P Swenson
14300	9101100	STONEBROOKE ENGINEERING, INC.	16410	COM0006006	10/1/2022	10/31/2025	\$ 125,000.00	867267	\$ 124,377.80	\$ 622.20	MPRB-SURVEYING SERVICES	Clifton P Swenson
14300	9101000	STONEBROOKE ENGINEERING, INC.	16410	COM0005292	4/1/2022	12/31/2024	\$ 125,000.00	849220	\$ 36,165.03	\$ 88,834.97	MPRB-CIVIL ENGINEERING SERVICE	Clifton P Swenson
14300	9101000	STUDIO GRO PLLC	24602	COM0005201	3/1/2022	12/31/2024	\$ 150,000.00	847334	\$ 122,550.00	\$ 27,450.00	MPRB-LANDSCAPE ARCHITECTURAL	Clifton P Swenson
11500	7101511	SUMMIT ORTHOPEDICS, LTD	12865	COM0007563	1/1/2024	12/31/2026	\$ 270,000.00	917452	\$ 270,000.00	\$ -	MPRB-VARIOUS EMPLOYEE EXAMS	Mae Ruth Brooks
14300	9101100	SUNDE LAND SURVEYING LLC	2508	COM0007360	10/1/2023	12/31/2026	\$ 125,000.00	909701	\$ 82,003.00	\$ 42,997.00	MPRB-LAND SURVEYING	Clifton P Swenson
14370	9103000	SUPERIOR CONSULTING SERVICES, LLC	2777	COM0007731	3/1/2024	2/28/2025	\$ 26,000.00	922206	\$ 7,868.50	\$ 18,131.50	MPRB-SUPPORT AND MAINTENANCE	Chad William Lauber
14370	9103000	SUPERIOR CONSULTING SERVICES, LLC	2777	COM0008532	8/15/2024	12/31/2024	\$ 28,000.00	946641	\$ 10,029.00	\$ 17,971.00	MPRB - ENHANSEMENTS TO TREE	Chad William Lauber
14370	9103000	SUPERIOR CONSULTING SERVICES, LLC	2777	COM0008205	5/14/2024	12/31/2024	\$ 50,000.00	934152	\$ 3,697.75	\$ 46,302.25	MPRB - APPLICATION ENHANCEMENT	Chad William Lauber
14300	9101000	TAKAHASHI, KEIKO	22944	COM0005810	7/1/2022	12/31/2025	\$ 99,500.00	861335	\$ 99,500.00	\$ -	MPRB-GRAPHIC DESIGN SERVICES	Clifton P Swenson
11500	7101503	The Avant Garde	32194	COM0008172	5/13/2024	8/31/2024	\$ 38,726.05	933401	\$ 350.00	\$ 38,376.05	MPRB - BOOKING FOR JUNETEENTH	Aaron T Briner
11500	7101513	THE HYPATIA GROUP, INC.	23720	COM0004952	1/1/2022	12/31/2026	\$ 50,000.00	842507	\$ 35,750.00	\$ 14,250.00	MPRB-LEADERSHIP CONSULTING	Mae Ruth Brooks
14300	9101000	THE JAVELIN GROUP, INC.	11519	COM0007834	2/1/2024	12/31/2026	\$ 150,000.00	924333	\$ 70,645.85	\$ 79,354.15	MPRB - ENVIRONMENTAL SERVICES	Clifton P Swenson
14300	9101000	THE JAVELIN GROUP, INC.	11519	COM0004931	2/1/2022	12/31/2024	\$ 150,000.00	841521	\$ 1,018.21	\$ 148,981.79	MPRB-ENVIRONMENTAL SERVICES	Clifton P Swenson
14300	9101000	THOMAS OSLUND AND ASSOCIATES, INC.	10741	COM0007196	8/1/2023	12/31/2026	\$ 150,000.00	903844	\$ 141,832.50	\$ 8,167.50	MPRB-LANDSCAPE ARCHITECTURE	Clifton P Swenson
14300	9101000	Tlalli Collaborative LLC	31322	COM0005918	9/1/2022	12/31/2025	\$ 150,000.00	864587	\$ 150,000.00	\$ -	MPRB-LANDSCAPE SERVICES	Clifton P Swenson
14300	9101000	Tlalli Collaborative LLC	31322	COM0005916	9/1/2022	12/31/2025	\$ 150,000.00	865117	\$ 96,858.57	\$ 53,141.43	MPRB-PROJECT MANAGEMENT SERVIC	Clifton P Swenson
14300	9101200	TOLTZ, KING, DUVALL, ANDERSON ASSOCIATES	7194	COM0007649	1/1/2024	12/31/2025	\$ 35,080.00	920190	\$ 2,448.47	\$ 32,631.53	MPRB PARKING LOT IMPROVEMENTS	Michael LaVerne Jones
14300	9101100	TOOLE DESIGN GROUP, LLC	22927	COM0006701	3/1/2023	12/31/2026	\$ 125,000.00	888131	\$ 125,000.00	\$ -	MPRB-MULTI-MODAL TRANSPORT	Clifton P Swenson
17800	7108573	TRANSPARK INCORPORATED	14939	COM0001607	11/1/2019	10/21/2024	\$ 550,000.00	758284	\$ 119,469.45	\$ 430,530.55	MPRB - PARKING METER SERVICES	Anne E Olson
14300	9101000	Transportation Collaborative &	30753	COM0007361	9/1/2023	12/31/2026	\$ 100,000.00	909996	\$ 17,856.06	\$ 82,143.94	MPRB-TRANSPORTATION PLANNING	Clifton P Swenson
11500	7101503	TWIN CITIES MOBILE JAZZ PROJECT	20461	COM0008219	5/5/2024	9/30/2024	\$ 6,000.00	934565	\$ -	\$ 6,000.00	MPRB - Instrct & Entrtnmnt Svc	Aaron T Briner
14300	9101000	URBAN ECOSYSTEMS	24542	COM0007936	3/1/2024	12/31/2026	\$ 142,000.00	927121	\$ 63,109.76	\$ 78,890.24	MPRB - COMMUNITY ENGAGEMENT	Emma Pachuta
11500	7101333	USDA-APHIS-Wildlife Services	26850	COM0006724	3/27/2023	12/31/2025	\$ 180,000.00	889702	\$ 164,226.77	\$ 15,773.23	MPRB-WILDLIFE DAMAGE MGMNT PRJ	INACTIVE Ralph C. Sievert
11500	7101314	USDA-APHIS-Wildlife Services	26850	COM0006324	1/1/2023	12/31/2025	\$ 29,659.00	876411	\$ 28,304.67	\$ 1,354.33	MPRB-WATERFOWL MGMNT WEBBER	Debra Pilger
11500	7106550	VALLONE, AMANDA	6487	COM0008257	6/4/2024	9/8/2026	\$ 75,000.00	936375	\$ 62,784.00	\$ 12,216.00	MPRB - ART CLASSES	Steve Thompson
11500	7106507	VALLONE, AMANDA	6487	COM0002326	4/6/2020	4/6/2024	\$ 60,000.00	772995	\$ 42,647.00	\$ 17,353.00	MPRB-ART PROGRAM INSTRUCTOR	Steve Thompson
14300	9101000	VASTEC, INC.	25762	COM0004890	1/1/2022	12/31/2024	\$ 100,000.00	840603	\$ 100,000.00	\$ -	MPRB - ADA DOCUMENT SERVICES	Clifton P Swenson
11500	7101314	WATERFRONT RESTORATION, LLC	17713	COM0006607	5/1/2023	5/1/2026	\$ 164,000.00	889756	\$ 99,146.15	\$ 64,853.85	MPRB-SCUBA AQUATIC PLANT REMOV	Jeremy Barrick
14300	9101200	West 8 Urban Design & Landscape	33067	COM0007362	9/6/2023	12/31/2026	\$ 250,000.00	910005	\$ -	\$ 250,000.00	MPRB-MISSISSIPPI N-VEH BRIDGE	Tyler William Pederson
11500	7101311	WINKELMAN, JENNIFER S.	20836	COM0003617	4/15/2021	4/15/2024	\$ 56,000.00	810141	\$ 5,000.75	\$ 50,999.25	MPRB - TURTLE RESEARCH	Mary Pulscher
11500	7101101	WORKMAN, THOMAS M.	15949	COM0007618	1/1/2024	12/31/2024	\$ 30,000.00	919106	\$ 7,500.00	\$ 22,500.00	MPRB-LOBBYING SERVICES	Alfred Bangoura
11500	7106421	Yerich, Fred	29026	COM0003842	6/14/2021	12/31/2025	\$ 175,000.00	819941	\$ 155,866.76	\$ 19,133.24	MPRB - CERAMIC CLASSES	Elizabeth Kraus
11500	7106550	YOUNG DANCE, INC.	22095	COM0008602	9/1/2024	9/8/2026	\$ 25,000.00	949494	\$ 25,000.00	\$ -	MPRB - DANCE INSTRUCTION	Steve Thompson
14300	9101100	YOUNG ENVIRONMENTAL CONSULTING GROUP L	23750	COM0007099	7/1/2023	12/31/2025	\$ 100,138.00	899894	\$ 50,087.91	\$ 50,050.09	MPRB-ENVIRONMENTAL CONSULTING	Adam Regn Arvidson
14300	9101000	YOUNG ENVIRONMENTAL CONSULTING GROUP L	23750	COM0005812	7/1/2022	12/31/2025	\$ 125,000.00	861467	\$ 115,928.00	\$ 9,072.00	MPRB-PROJECT MANAGEMENT	Clifton P Swenson
14300	9101000	YOUNG ENVIRONMENTAL CONSULTING GROUP L	23750	COM0004924	1/15/2022	12/31/2024	\$ 150,000.00	841744	\$ 121,373.20	\$ 28,626.80	MPRB-ENVIRONMENTAL SUPPORT	Clifton P Swenson

TOTAL	\$ 47,458,918.96	\$ 21,262,806.62

Minneapolis Park and Recreation Board
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Fund	Dept	Supplier Name	Supplier ID	Contract	Begin Dt	Expire Dt	Max. Contract Amt	PO No.	Available Contract Balance	Sum Expended Amount	Contract Description	Document Contract Manager
Fund Key												
	11500	General Fund - operating fund of the MPRB primarily supported by property taxes and includes activities such as park maintenance, environmental management, tree planting and care, recreation, park safety and general government administration										
	11950	Park Grant and Dedicated Revenue Fund - accounts for resources designated for specific purposes through grant requirements or donor restrictions										
	14300	Capital Improvement Fund - accounts for the MPRB neighborhood and regional parks capital improvement and rehabilitation projects										
	14370	Capital Improvement Assessment Fund - accounts for private property tree removal program and parkway improvement assessments										
Fund Key												
	16600	Internal Services Fund - accounts for the rental of MPRB owned mobile equipment and the Information Technology Services provided to MPRB departments										
	16700	Self- Insurance Fund - accounts for the insurance activities of the MPRB including workers compensation, property insurance, general liability, automotive liability, and police professional liability										
	17800	Enterprise Fund - self-supporting fund that accounts for all business-type operations including golf courses, concessions, ice arenas, permits										
	17900	Stormwater Enterprise Fund - stormwater utility fee used to sustain, protect and enhance the stormwater management system on park land										

NOTE: Professional service agreements are not to exceed contracts and can be written and funded for up to 5 years. This can result is a large unspent balance that is either not used and removed when the contract expires or that will be drawn from over a 5-year period. This is very common for large contracts related information technology services, background checks, workers compensation services and small multi-site contracts.



TO: Minneapolis Park and Recreation Board

FROM: Jennifer Ringold, Deputy Superintendent

DATE: 12/4/2024

SUBJECT: DEPARTMENT BUDGET ACTIONS 3RD QUARTER UPDATE

The annual budget contains several budget actions. Each quarter staff provide progress updates on the budget actions. *Attachment A* contains the updates for the third quarter of 2024.

Attachments:

Attachment A – Department Budget Actions 3rd Quarter Report

Jbr 12.4.2024



2024 Budget Actions Report on Third Quarter Results

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**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Communications and Marketing Fiscal Year: 2023 Manager: Dawn Sommers				Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:							
Review and assess opportunities to improve accessibility of existing print and online communications for the public, including multilingual audiences, including www.minneapolisarks.org, print materials, video and digital promotional platforms.					7. 8	Strategic Direction B	B
TASKS:		Target Date	Completion Date	Results			
Compile 2022 year-end stats for web visits, GovDelivery and social media channels managed by the Communications and Marketing Department. Conduct audit of all social media platforms used by MPRB departments to annually track accounts, activity, number of followers, and conformity with MPRB social media policy.		2/15/2023	2/14/2023	Completed. 2022 stats compiled and social media audit done.			
Hold cross-departmental meetings with existing staff to identify and document current accessibility goals and gaps, existing practices and tracking methods, and opportunities for improvement.		5/1/2023	10/31/2023	Partially Completed. Web search enhancement project launched and ADA webpage assessment of www.minneapolisarks.org launched with WeCO. Developed summer regional park multicultural advertising campaign using Met Council Equity Grant. Additional multicultural assessments on hold until Multicultural Communications Representative position filled in 2024.			
Begin implementing improvements using existing resources		6/1/2023	12/31/2023	Completed transition to upgraded GA4 analytics platform on website in June 2023. Completed first phase of ADA web recommendations by WeCO by mid-June. Completed installation of analytics tracking on select MPRB third party program platforms by late August. Enhanced web search tool launched by mid-October. Multicultural regional park advertising campaign launched using: MLatino Media TV, radio, social; ShelettaMakesMeLaugh.com radio, podcasts, social; and Somali TV. Launched phase two of WeCO ADA accessibility assessments to select MPRB third party web platforms following ActiveNet upgrade, with assessments completed in December.			
Work with existing web vendor to review and modify web user behavioral profiles, originally developed in 2014 prior to site being launched in late February 2015 to ensure profiles reflect current city demographics and use of mobile vs desktop devices for accessing www.minneapolisarks.org.		8/1/2023	8/30/2023	Completed. Working with vendor, user experience/patterns being assessed through snapshots, recordings and data.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Communications and Marketing Fiscal Year: 2024 Manager: Dawn Sommers				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Expand development of multilingual, multicultural graphic, video and digital materials to promote parks and park offerings. Explore options for comprehensive website user testing, for www.minneapolisparks.org and third-party web platforms used by MPRB.				7.8	Strategic Direction B	B
TASKS:	Target Date	Completion Date	Results			
Develop plan working with cross-departmental recreation, environmental and visitor services program staff to build upon work done in 2023 to expand development and use of graphic and video libraries, templates and materials to promote park offerings to multilingual audiences.	2/1/2024		Plan development underway. Projects completed include: web page layout modifications on Private Tree pages and other web pages for improved translation and mobile device experience; producing multilingual flier promoting spring registration for digital distribution to all elementary/middle school MPS students; and June regional park advertising campaign resulting in almost 1M ad impressions via multicultural/multilingual digital platforms. Completion pending filling Multicultural Communications Representative position.			
Identify and provide internal training for successful use of multicultural communications materials by other departments.	5/1/2024		Under development. Completion pending filling Multicultural Communications Representative position.			
Research options and cost estimates for conducting user testing of the public website and MPRB's third-party web platforms to evaluate the functionality and design of the websites by observing visitors' actions and behavior as they complete specific tasks.	6/1/2024		Communications and Marketing staff worked with local vendor WeCO to conduct additional disability-focused accessibility audits on key MPRB and ActiveNet web pages, and fixes are underway. The comprehensive user testing initiative is paused for 2024 and 2025, as funding was paused as part of 2025 budget process.			
Submit 2025 budget request for user testing, either as one project or phased project, as part of the 2025 budget process.	8/1/2024		Comprehensive user testing initiative and funding paused for 2024 and 2025, as part of 2025 budget process.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: CCVP Fiscal Year: 2023 Manager: Leslie Vinson				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Date of Last Revision: COMPLETE						
ACTION:						
Develop a planning process to create a youth intervention model that is grounded in the needs of the community.				5.5	Strategic Direction B	N/A
TASKS:	Target Date	Completion Date	Results			
Research community intervention models in nonprofit or government sectors	4/1/2023	7/31/2023	Research complete will meet with the staff to narrow the model and contact key stakeholders for introduction meetings by 9/31/23			
Identify staff from the department to support the project	4/1/2023	3/31/2023	Completed- The Director, Community Connection Coordinators and the Streetreach and Community Outreach worker will support this project.			
Identify community stakeholders and conduct informational meetings	6/1/2023	2/29/2024	Completed.			
Identify opportunities from the research and informational meetings to create a model outline for the department	9/15/2023	2/29/2024	Completed.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: CCVP Fiscal Year: 2024 Manager: Leslie Vinson				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Date of Last Revision:		9/30/2024				
ACTION:						
Implement a youth community intervention model.				5.5	Strategic Direction B	N/A
TASKS:	Target Date	Completion Date	Results			
Meet with the staff to review the outline and identify any trainings that maybe needed around community engagement and or community intervention.	1/1/2024	2/6/2024	Met with the dept team and have identified trainings and community survey and other support that may be needed to draft the youth intervention model.			
Reconvene the community stakeholders to review outline before the community intervention model is implemented in the program structure.	7/15/2024		We scheduled six community events attempting to collect the survey data. We have successfully collected data from three youth events this summer. Unfortunately, we encountered a few barriers related to collecting data at two community events, the audience spoke limited English and needed a translator. Our survey was in a paper format and was not translated in the appropriate languages. We have corrected this barrier, by hiring staff who speak the language and will get the survey translated for future events and staff on site. Revised target date 12/15/24			
Implement the model with in the current department programming structure	9/1/2024		Revised target date 12/15/2024.			

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Park Police Department Fiscal Year: 2023 Manager: Jason Ohotto				Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:							
Develop a phased plan around staffing and budget to bolster Park Police capacity for engagement activities.					3. 20	Strategic Direction B – Park Police Engagement	N/A
TASKS:		Target Date	Completion Date	Results			
Review existing Park Police data to determine current workload and engagement levels.		5/1/2023	5/1/2023	Workload exceeds current staffing levels. It is difficult to know the gap beyond authorized staffing due to the current number of vacancies.			
Refine data collection to ensure comprehensive reporting.		7/1/2023	12/31/2023	Ongoing: Data Insights has refined, and continues to refine, data collection.			
Maintain current engagement activities and levels.		12/31/2023	12/31/2023	Despite on-going staffing deficits, the Park Police Department has maintained engagement levels. This has been accomplished using significant overtime assignments.			
Work with the Executive Team on phased budget recommendations (2024 - 2025) to support increased engagement capacity.		9/1/2023	12/31/2023	In consultation with the Superintendent, the focus for 2024 will be filling currently budgeted, but vacant, positions. Hiring efforts are in-progress. Once budgeted positions are filled, the Executive Team will be re-engaged around service levels.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Park Police				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year: 2024						
Manager: Jason Ohotto		Date of Last Revision: 9/30/2024				
ACTION:						
Implement staffing additions/changes as adopted in the 2024 budget process. As staff capacity expands, support assignments that bolster engagement activities (including staffing a powershift).				3. 20	Strategic Direction B – Park Police Engagement	N/A
TASKS:		Target Date	Completion Date	Results		
Post new positions for hire/promotion.		04/31/2024		Ongoing - Human Resources is currently working to post vacant budgeted positions.		
Hire/promote new positions		6/30/2024		Ongoing - So far in 2024, five police officers have been hired and are in various stages of training. One candidate has a final job offer for October. That leaves two vacancies for recruitment in Winter.		
Upon completing pre-service training, new hires to be placed on regular assignment.		12/31/2024		Ongoing - So far in 2024, five police officers have been hired and are in various stages of training.		
Collaborate with community partners and MPRB Community Connections and Violence Prevention Department on developing and supporting expanded engagement activities as staff capacity increases.		12/31/2024		Ongoing		
Track, monitor and report engagement activities.		12/31/2024		Ongoing		

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Deputy Superintendent's Office Fiscal Year: 2023 Manager: Jennifer Ringold				Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable) Racial Equity Action Plan
ACTION:						
Review existing organizational structures that support volunteerism, including staffing, existing funding, processes for recognition and recruitment, and tracking systems to determine best existing practices, gaps and best organizational structure for staffing. Once complete, design a process for establishing a common vision for volunteerism within the Minneapolis park and recreation system.					1. 20	Strategic Direction B – Volunteerism E
TASKS:		Target Date	Completion Date	Results		
Hold workshops and focus groups with existing staff to document existing practices, needs, funding, gaps, and systems related to volunteerism at the MPRB.		5/1/2023	6/1/2023	Initial data collected and being reviewed. Will identify additional sessions or data collection methods, if needed.		
Complete report that documents existing conditions and gaps, and recommendations for organizational structure, tracking systems, recruitment and recognition.		8/1/2023	12/31/2023	Report is undergoing final reviews.		
Implement organizational structure changes, as needed, and align budgets as needed.		9/1/2023	9/1/2023	Initial requests were made and approved for the 2024 budget to address most immediate needs. Recommend a more complete review after visioning work in 2024.		
Create a visioning process for volunteerism in the Minneapolis park and recreation system that engages staff, existing volunteers, potential volunteers and commissioners.		12/31/2023	revised 1/20/2024	Visioning process developed and community engagement plan included in the April 3, 2024 P and Cs		

Minneapolis Park and Recreation Board 2024 Budget Action					
Department: Deputy Superintendent Office Fiscal Year: 2024 Manager: Jennifer Ringold			Date of Last Revision: 9/30/2024	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable) Racial Equity Action Plan
ACTION:					
Create a common vision for volunteerism for the Minneapolis park and recreation system. Based on that vision, develop policy and procedure for volunteer recruitment, tracking, and recognition, including identifying any software needs to support these functions.			1. 20	Strategic Direction B – Volunteerism	E
TASKS:		Target Date	Completion Date	Results	
Implement the visioning process for determining a common vision for volunteerism.		5/1/2024		Based on commissioner and staff feedback, anticipate that the visioning process will extend into the summer of 2024. Extended survey to July 31, 2024. Engagement is complete, staff are working on a recommended vision statement. New target date: 1/1/2025	
Initial policy and procedure develop for recruitment, tracking and recognition of volunteers. Ensure that the racial equity toolkit is integrated into the work.		5/1/2024		new target date 1/1/2025	
Complete policy and procedure development.		9/1/2024		new target date 1/1/2025	
Initiate RFP, if needed, for software system.		9/1/2024		new target date 1/1/2025	

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department:	Finance Department	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:	2023			
Manager:	Juli Wiseman			
		Date of Last Revision:	MOVED TO 2024	

ACTION:				
In 2019, the MPRB began a system equity investment process to determine and include same level of service estimates to meet increased demands of park system expansion in the MPRB's financial projections, annual budget process, and request for the MPRB maximum property tax levy. This budget action plan will result in further defined system equity investment outcomes that ensures all aspects of organizational operations are considered as data is collected, analyzed, refined and updated. In 2023, the Support Services level of service will be explored and will be included in the system equity investment process.			3. 12	N/A

TASKS:	Target Date	Completion Date	Results
Implement a work team that will engage with the Data Insights Team to assist in the development of data and analytics to identify the level of services and gaps resulting from system equity investment for the Human Resources Department, Finance Department, Information Technology Services Department, and Communications and Marketing Department.	9/30/2023		MOVED INTO 2024 BUDGET ACTION
Present information and findings from the work team to the Executive Team. Make adjustments, as necessary based on Executive Team feedback.	11/30/2023		MOVED INTO 2024 BUDGET ACTION
Incorporate findings and service level requests associated with system equity investment into the budget process beginning in 2024.	12/31/2023		MOVED INTO 2024 BUDGET ACTION

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Finance Department			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2024					
Manager:		Juli Wiseman					
		Date of Last Revision:		9/30/2024			
ACTION:							
This budget action plan will result in further defined system equity investment outcomes that ensures all aspects of organizational operations are considered as data is collected, analyzed, refined and updated. In 2024, Service Area Master Plans and Capital Improvement Projects will be reviewed and based on those documents the system equity investment process will be refined to ensure level of service needs are documented and included as projects are completed.					3. 12	N/A	N/A
TASKS:		Target Date	Completion Date	Results			
Implement a work team that will engage with the Data Insights Team to assist in the development of data and analytics to identify the level of services and gaps resulting from system equity investment for the Human Resources Department, Finance Department, Information Technology Services Department, and Communications and Marketing Department.		12/31/2023	6/30/2024	Data Insights staff have been assigned, work team has been finalized, and work has been started.			
Present information and findings from the work team to the Executive Team. Make adjustments, as necessary based on Executive Team feedback.		4/30/2024		Revised Date: 1/31/2025			
Incorporate findings and service level requests associated with system equity investment into the budget process beginning in 2024.		6/30/2024		Revised Date: 3/31/2025 - Incorporate into budget process in 2025			
Identify responsible staff to include in work team and review 2024 - 2029 Capital Improvement Program and identify projects that have a level of service impact and develop system equity investment estimates related to those service impacts.		6/30/2024	6/30/2024	Have identified work team and have discussed developing a procedure for when master plan components which result in additional operating costs will trigger the system equity investment.			
Review the Service Area Master Plans, identify key components that could have level of service impact, develop process to trigger system equity investment conversations when those items are identified for implementation.		9/30/2024		Revised Date: 3/31/2025			
Present information and findings from the work team to the Executive Team. Make adjustments to the system equity investment process and estimates, as necessary based on Executive Team feedback.		10/31/2024		Revised Date: 5/30/2025			
Incorporate findings in the system equity investment process beginning in 2025.		12/31/2024		Revised Date: 5/30/2025			

Minneapolis Park and Recreation Board 2023 Budget Action								
Department:		Human Resources			Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2023						
Manager:		Mae Brooks						
		Date of Last Revision:		COMPLETE				
ACTION:								
Design and begin to implement a provisional staff hiring process that is managed by Human Resources.					8. 03		Strategic Direction B	C
TASKS:		Target Date	Completion Date	Results				
Identify and meet with Stakeholders. REVISED TASK - HR collectively assessed possibility of rollout given HR staff shortage. Instead shifted focus to inefficiency of manual paperwork process. Will ask for NEOGOV enhancement to digitalize paperwork. Answer affects if/what we meet w/stakeholders to discuss.		3/31/2023	3/31/2023					
Review existing process/procedures. Make any necessary revisions. Determine gaps in process. Determine what, if any communication, is needed to affected parties. Continue with process improvement of past successes. Look for intersectionality of stakeholder comments and current process. REVISED TASK - Investigate and secure NEOGOV software enhancement, being roll-out with identified stakeholders.		5/1/2023	6/30/2023	Approved to get NEOGOV software. HR Team working w/IT & vendors to review existing process/procedures. Impact on all MPRB considered in workplan creation. Will identify stakeholders to consider for initial trial. Created stop gap process until paperwork is digitalized.				
Rollout provisional hire process and procedure with past customers. Solicit feedback. REVISED TASK - Complete NEOGOV training additional modules.		7/31/2023	9/30/2023	Rollout of provisional hire process with past customers delayed until new NEOGOV modules activated and HR Generalists receive training at October conference.				
Task updated as follows: Begin build-out of NeoGov E-Forms and tools to automate/streamline hiring process. Calculate what personnel and other resources needed to take steps toward provisional hiring.		11/15/2023	12/31/2023	Completed.				
Task updated as follows: Identify probable test group/department to segue into provisional hiring experience. Contact to determine interest.		12/31/2023	12/31/2023	Generalists identified the following groups: adult jobs within TTW, Lifeguards, AIS, Water Quality, Park Patrol Agents.				

Minneapolis Park and Recreation Board 2024 Budget Action							
Department: Human Resources Fiscal Year: 2024 Manager: Mae Brooks				Date of Last Revision: 9/30/2024	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:							
Phase two of implementation for provisional hiring to include test department; customers and end-users.					8. 03	Strategic Direction B	C
TASKS:	Target Date	Completion Date	Results				
Develop training and resource guides to instruct hiring managers on NEOGOV tool and process. If feasible to increase provisional hiring meet test department to set realistic expectations of hiring process and determine timeline for phased activation of provisional hiring.	3/31/2024	3/31/2024	Generalists selected various departments to test NEOGOV product. Hiring managers trained. Departments added: Teen Teamworks- Adult Supervisors. AIS (recruitment & hire paperwork) Code 8 Lifeguards (new and returning/recruitment and hire paperwork) Seasonal Parkkeepers (recruitment & hire paperwork) Seasonal Gardeners (recruitment & hire paperwork) Piloting Visitor Services Permits and Events Code 8 (recruitment & hire paperwork)				
Meet w/stakeholders to communicate current year's plan regarding groups involved in provisional process improvement. Set parameters and priorities to be accomplished for summer hiring season. Provide explanation/training as needed identify deliverables. Communicate and train test department on process and procedure of provisional hiring process.	6/1/2024	6/30/2024	All goals set were completed for this phase. It should be noted that while most hiring managers appreciated the greater efficiency of the system a few failed to keep up with the larger amount of electronic paperwork. Those who failed erroneously blamed their failure on the system not their admin skills.				
Implement updated provisional process. Track results/feedback.	8/31/2024	9/30/2024	Completed. HR staff monitored use of NEOGOV while learning about possible new applicant tracking system to be used by the City of Mpls.				
Review summer hiring process for successes and challenges with test department. Calculate what personnel and other resources needed to enlarge provisional hiring. Identify probable test group/department to segue into provisional hiring experience. Suggestion: Provisional Childcare Specialists	11/15/2024	12/31/2024	Overall HR Generalists and hiring managers thought it was a successful trial run w/added departments. There was greater efficiency in processing. However a limitation of NEOGOV is the quick expiration of the new hire paperwork link. This resulted in the necessity to send the link several times to the same person.				
Review results. Determine next steps to enlarge number of customers able to participate in pilot and what facets s/b improved for the next year.	12/31/2024	12/31/2024	While the NEOGOV expansion was a success there will not be an expansion to the pilot group. The City of Mpls is purchasing a new system, Work Day, that will have an applicant tracking system. This will occur in 2025. The hiring managers pilot group will remain the same. This experience will benefit them next year in NEOGOV as well as when we transition to Work Day.				

Minneapolis Park and Recreation Board 2023 Budget Action							
Department: ITS Fiscal Year: 2023 Manager: Chad Lauber				Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:							
Review, Update, and Test the IT Disaster Recovery Plan.					4.11	Strategic Direction A	N/A
TASKS:		Target Date	Completion Date	Results			
Review existing IT Disaster Recovery Plan including all appendices. Update with changes based on infrastructure changes, staffing, and procedural changes.		2/28/2023	4/5/2023	Reviewed and updated Information Technology Disaster Recovery Plan (review dated 04/5/2023).			
Assemble a cross departmental team that includes Recreation, Maintenance, Trades (Electrical), IT, and Visitor Services. Review updated plan and appendices.		3/15/2023	5/31/2023	Appendices are updated with changes to infrastructure, staffing, and procedure as of 5/5/2023. Initiated cross departmental team to align disaster recovery and business continuity planning and testing.			
Using feedback from the team, update the IT Disaster Recovery Plan, add components of business continuity.		6/1/2023	9/17/2023	Created form to collect test plans for departmental participants in the upcoming Disaster Recovery test. Department representatives identify IT software and services that are critical to business continuity for their area, then identify test steps to execute during the planned outage window. Results will be captured in the form and used to update the larger MPRB IT Disaster Recovery Plan.			
Test the IT Disaster Recovery Plan and schedule bi-annual tests.		8/1/2023	9/17/2023	Originally scheduled for July 23. Moved back due to Aquatennial and other high season demands on police and visitor services staff. Disaster Recovery testing was completed by Recreation, Asset Management, IT, Visitor Services, and Park Police. The testing scenario involved simulating a loss of our colocation facility due to a natural disaster. Connectivity between HQ IT infrastructure and IT infrastructure at the colocation facility was taken offline, isolating HQ during testing.			
Re-evaluate the plan based on feedback and results of the DR Test.		9/1/2023	9/22/2023	Test scripts were documented in a Global form by each area participating, applications for testing were included. Results were submitted by 9/18/2023 by all participants and were reviewed by 10/1. A plan to mitigate risks resulting from the testing will be updated and included in the MPRB Disaster Recovery Plan, as part of the annual review process. These updates will be included in the 2024 revision of the DR plan.			

Minneapolis Park and Recreation Board 2024 Budget Action				
Department:	IT Department	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:	2024			
Manager:	Chad Lauber			
		Date of Last Revision:	9/30/2024	
ACTION:				
Focus on partnerships with other enterprise-wide policies/plans such as the Emergency Operations Plan, FEAPS, and inclement weather.		4.11	Strategic Direction A	N/A
TASKS:	Target Date	Completion Date	Results	
IT will lead a cross departmental team to accomplish this goal, assemble a team that includes at a minimum Police, IT, Communications and Marketing, Deputy Superintendent's Office, Visitor Services, and Finance.	1/31/2024	3/31/2024	Initiated process to identify and engage team participants from across departments. The Risk & Safety Administrator will participate in the workgroup. Directors have been asked to identify participants for their areas.	
Team to evaluate all policies, procedures, and plans to identify which ones are related to emergency operations, climate disaster resiliency planning, and reinforce staffing and partnership standards that consider safety and maintenance needs before, during and after emergencies.	5/24/2024	Ongoing	Core team has reviewed policies related to emergency operations including FEAPS, CoOps, IT Disaster Recovery Plan, and Information Security Incident Response Plan and identified multiple opportunities to improve alignment with the Emergency Operations Plan relating to climate disaster recovery.	
Following the MPRB Policy and Procedure development process, complete policy and procedure development for all affected policies.	8/1/2024	Ongoing	Recommendations will be made to improve the alignment of policies and procedures related to disaster recovery. During Q3 of 2024 the workgroup developed the following recommendations which will be presented to the E-Team in November. Enhance ITS section of EOP Create an MPRB Concept of Operations (Public Facing) To align EOP & existing COOP better ITS Disaster Recovery & Incident Response Plan should align with existing COOP Refactor the Priorities, currently all are either 1 or 2. Create department Continuity of Operations (Internal Department Level) Create FEAP for facilities which lack one (Local Facility Level) Print (or create if need be) response checklists or guidelines for ease of use during an emergency – department specific. Store paper copies of policies, plans, checklists, etc. in departments Add "Essential Employee based on emergency" designation in job descriptions ITS Disaster Recovery Testing Q4 – Ransomware Attack Recovery	
Communicate and train on new policies	10/31/2024		This may be completed by end of Q1 2025 depending on pace of the policy process.	

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Visitor Services Fiscal Year: 2023 Manager: Annie Olson			Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Launch evaluation project to assess organizational methods and identify needs to build a systemwide pragmatic evaluation plan, including a logic model, data collection methods, timeline, instructions and data management tools.				1.8	Strategic Direction C – Evaluation	B
TASKS:		Target Date	Completion Date	Results		
Engage key stakeholders and hold focus groups with existing staff to document existing practices, needs, funding, gaps, and systems related to program evaluations at the MPRB.		5/1/2023	11/30/2023	Staff have formed a core team who are working on documentation of existing practices and collecting examples. Needs, funding gaps, and additional systems related to program evaluations will follow based on findings. Added a racial equity lens to this discussion, leaning on feedback of the Internal Influencer Analyze, Impact & Reflect on Progress Workgroup. Visitor Services Rep presented status of this Budget Action to the Internal Influencers: Analyze, Impact & Reflect on Progress Workgroup, in July 2023. Survey to programming staff due on 11/13.		
Research best practices in program evaluation and identify opportunities to align with national standards.		8/1/2023	12/30/2023	This work began with an internal workgroup in collaboration with University of Minnesota Humphrey School graduate students. Meeting set for 12/15.		
Assess organizational capacity for evaluation pilot programs and field testing of data collection tools.		9/1/2023	11/30/2023	Based on the responses of the data collection via survey to staff, there is an appetite for a tool (and to pilot a tool). Additionally, the Data Insights team provided feedback based on conversation. The project leads have identified a list of potential pilot programs and/or locations.		
Build a systemwide pragmatic evaluation plan for the MPRB		12/31/2023		MOVED INTO 2024 BUDGET ACTION		

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Visitor Services			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2024					
Manager:		Annie Olson					
Date of Last Revision:					9/30/2024		
ACTION:							
Use MPRB Program Evaluation Plan to inform the design, build, test, and finalize evaluation tools.					1.8	Strategic Direction C – Evaluation	B
TASKS:		Target Date	Completion Date	Results			
Build a systemwide pragmatic evaluation plan for the MPRB		2/1/2024	2/6/2024	Meeting scheduled for 1/3/24. Intend to share draft plan with II workgroup on 1/12/24.			
Assemble a staff team to design, build, test and finalize evaluation tools		2/1/2024	2/6/2024	Meeting scheduled for 1/23/24 and 2/6/24 to prep for team launch.			
Research best practices in data collection methods and tools for recreation program evaluation and identify alignment with MPRB Program Evaluation Plan.		5/1/2024	5/31/2024	In progress, best practices research due from team at May meeting.			
Design, build and test program evaluation tools.		9/1/2024		Adjust Target Date 11/1/2024			
Review and summarize results of field testing to identify needed adjustments.		11/1/2024		Adjust Target Date 12/1/2024 - have each team member test the evaluation on one program that has recently ended.			
Finalize MPRB program evaluation templates and tools.		12/31/2024					

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Asset Management			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2023					
Manager:		Jeff Evenson					
		Date of Last Revision:		9/30/2024			
ACTION:							
Build a foundation of information and tools in order to successfully develop and implement our level of service standards in the future.					3.13	Strategic Direction D - Level of Service Standards	B
TASKS:		Target Date	Completion Date	Results			
Interviews, research and general organization of current Level of Service expectations and processes		10/1/2023		In progress			
Conduct a community engagement process to determine Level of Service expectations and priorities. This would include gathering and summarizing previous community engagement efforts that have been completed to determine community perceptions, feedback and priorities around asset management and Levels of Service. Examples would be Comprehensive plan engagement, city wide survey, community input/feedback thru customer service, etc..		10/1/2023		No action			
Select 'top ten' assets based on current and previous community engagement processes.		11/1/2023		In progress			
Development of Draft Level of Service Standards for top ten assets.		12/31/2023		In progress			
Development of overall "Level of Service Standards" evaluation criteria. These would be metrics that would be used in 2026 to determine the impact and success of the development and implementation of Level of Service Standards for assets.		12/31/2023		In progress			
Finalize Enterprise Asset Management System plans and implement system to support Level of Service standards		12/31/2023		Implementation Services interviews complete, moving into the clarification phase in early 2024			

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Asset Management			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2024					
Manager:		Jeff Evenson					
		Date of Last Revision:		9/30/2024			
ACTION:							
Finalize Level of Service Standards and develop maintenance and rehab plans to accomplish those standards for five asset classes.					3.13	Strategic Direction D - Level of Service Standards	B
TASKS:		Target Date	Completion Date	Results			
Identify resource/process gaps between proposed and current Level of Services to determine structural and process improvements, as well as additional resources, needed to achieve proposed level of service.		3/1/2024		In Progress			
Internal and external engagement to review draft Level of Service standards		3/1/2024		In Progress			
Revisions and finalize Level of Service Standards		6/1/2024		In Progress			
Creation of Level of Service continuous improvement plan for the first five major assets		9/1/2024		In Progress			
Creation of Level of Service communications plan for first five major assets		9/1/2024		No action			
Creation of Level of Service evaluation plan for the first five major assets		9/1/2024		In Progress			
Creation of Maintenance + Rehab Plans to accomplish LOS Standards for the first five major assets		9/1/2024		No action			
Integration of maintenance and rehab plans into Enterprise Asset Management System for the first five assets		12/31/2024		Software procured and Phase 1 scheduled to roll out in early 2025			
Development of systems to support the continuous improvement, communications and data/evaluation metrics plans.		12/31/2024		In Progress			

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Environmental Management	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year: 2023			
Manager: Debra Pilger			
Date of Last Revision: COMPLETE			

ACTION:			
Assess potential funding sources to access dollars in order to create a sustainable model for MPRB Stormwater Best Management Practices (BMP) management and funding for rehabilitation and maintenance.	6. 2	Strategic Direction E - Water Quality	N/A

TASKS:	Target Date	Completion Date	Results
Determine number of BMPs and locations in Minneapolis parks and differentiate between regional park and neighborhood park BMPs.	2/15/2023		Have reprioritized to work on requesting annual stormwater utility funding from City of Mpls stormwater utility; will work on BMP identification at later date.
Assess suitability of using Operations and Maintenance lottery-in-lieu of dollars to fund MPRB regional park BMP rehabilitation and maintenance.	4/1/2023		Have focused 2023 funding source assessment on Mpls stormwater utility fee as funding source. Will need to assess O and M lottery dollars in future program work.
Assess suitability of using NPP dollars to fund MPRB neighborhood park BMP rehabilitation and maintenance.	4/1/2023		Have focused 2023 funding source assessment on Mpls stormwater utility fee as funding source. Will need to assess NPP dollars in future program work.
Examine additional funding sources such as special assessments, invasive species levy, etc. and other alternative funding sources for BMP rehabilitation and maintenance.	6/1/2023	9/15/2023	Have identified Mpls stormwater utility fee as potential funding source for BMP management and have requested an increase to the Mayor's 2024 supplementary budget to utilize the stormwater fees in this manner.
Create and submit 2024 budget request as appropriate to hire consulting firm to begin BMP assessments and to create a sustainable model for organization-wide BMP management and rehabilitation.	8/15/2023	12/31/2023	Complete. A new MPRB Stormwater Enterprise Fund has been created for 2024. Funding comes from the City of Minneapolis Stormwater Utility fees and will be used to sustain, protect and enhance the stormwater management system on park land for which the MPRB is responsible. The funding will also be used to cover annual costs of water quality and stormwater monitoring of Minneapolis water bodies and water quality education to community members.

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Environmental Management				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year: 2024						
Manager: Debra Pilger		Date of Last Revision: 9/30/2024				
ACTION:						
If funded in 2024 budget, work with consultant to create a sustainable model for MPRB Stormwater Best Management Practices (BMP) management and funding for rehabilitation and maintenance. Expand 2021 BMP pilot project documentation for the north quadrant of Minneapolis to the remainder of the city and test system for documenting new BMP's into GIS for future incorporation into Asset Management work order system.				6. 2	Strategic Direction E - Water Quality	N/A
TASKS:		Target Date	Completion Date	Results		
Determine workplan based on 2023 accomplishments		3/31/2024	3/27/2024	Finalized scope with Young Environmental to develop 2024 workplan to create expanded MPRB Stormwater Management Program including BMP maintenance gaps analysis.		
Assemble internal MPRB work group including Environmental Management, Asset Management, Natural Resources, Youth Employment, and Planning for BMP management model		4/1/2024	9/4/2024	Database of existing information created with Young Environmental; gaps analysis work has been concurrent with database creation. A draft is complete, however the database is being updated throughout the process.		
Complete 2024 inspection, investigation, survey and GIS work to expand 2021 BMP pilot		11/1/2024				
Review progress towards target and make any necessary adjustments for 2025		12/1/2024		Program development is initiated with preliminary staffing model expected end of October.		

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department:	Environmental Management	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:	2023			
Manager:	Debra Pilger			
		Date of Last Revision:	COMPLETE	

ACTION:				
Review the Phase II Natural Areas plan to prioritize attainable restoration goals and increases in acreage of managed natural areas. Assess current staffing and contracted services levels to determine whether they are sufficient to meet restoration goals and identify additional resources needed. Begin work towards meeting 2026 performance goal with existing resources.		6.1	Strategic Direction E - Steward our Natural Resources	N/A

TASKS:	Target Date	Completion Date	Results
Identify the specific managed natural areas where an increase in acres managed will occur in the next 4 years.	3/1/2023	3/1/2023	Areas identified - Approximately 49 acres of SW Wirth, 52 acres or SE Wirth, 15 acres of the Woodland along Shingle Creek, 4 acres of Wirth "Back 40" Prairie
Identify the six Managed Natural Areas that the MPRB will focus on meeting the restoration goals.	4/1/2023	3/31/2023	Areas identified - Quaking Bog, Black Ash Seepage Swamp, Cedar Lake Regional Trail Prairie, North Mississippi Prairie, Shingle Creek Prairie, Lake Nokomis Prairie
Identify resources needed to meet restoration goals including staffing, volunteers and partnerships, equipment and materials.	6/1/2023	6/1/2023	Additional resources needed: Contracted work for supplemental Natural Resources maintenance including prescribed burning, Mowing/prescribed fire equipment for MPRB staff capacity, Additional workforce capacity/seasonal staff.
If additional resources are needed to meet restoration goals and objectives, make 2024 budget request for additional resources.	8/1/2023	12/31/2023	Budget request made for seasonal crew and additional resources for contracting. A Natural Areas Special Revenue Fund has been created which will have \$500K annually for natural areas management in regional parks beginning in 2024. Funding is from O and M Lottery dollars.
Begin restoration work within existing staff and resources capacity to increase quality and quantity of Managed Natural Areas.	8/1/2023	8/1/2023	Restoration work in progress. Focus is on improvement of quality of existing natural areas through invasive species removal and establishment of native species.
Assess current and future MPRB usage of Conservation Corps (CCMI) crews in natural areas management in combination with utilization of proposed seasonal MPRB natural resources crews in 2024 budget request (youth focus)	12/1/2023	12/31/2023	A portion of the new Natural Areas Special Revenue Fund will fund a continuation of CCMI contractual services as well as 1.5 FTE seasonal MPRB natural resources staff. This MPRB staffing equates to 3 seasonal natural resources staffers.

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Environmental Management Fiscal Year: 2024 Manager: Debra Pilger				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Continue work towards meeting the goals of increased quality and quantity of Managed Natural areas that were prioritized from the review of the Phase II Natural Areas plan. Continue to evaluate whether current materials and staffing are sufficient to meet these goals and work to incorporate more youth programming into natural resources work.				6.1	Strategic Direction E - Steward our natural resources	N/A
TASKS:		Target Date	Completion Date	Results		
Evaluate progress on natural area quality improvement and expansion objectives from previous year.		3/1/2024	3/1/2024	Initial buckthorn removals have been completed in several expansion areas. Resprout and seedling management is planned for 2024 in these areas. Initial buckthorn removal has begun in other expansion areas along with general invasive species control. A contract has been established for rotational prescribed burns to begin spring 2024 in select expansion areas.		
Continue progress towards natural areas performance goals.		5/1/2024	5/1/2024	Invasive removal at Theodore Wirth Park continues. Restoration of the Shingle Creek woodland has begun, with focus on initial removal of woody invasives.		
Evaluate staffing, volunteers and partnerships, equipment and material needs based on progress in improving natural area quality improvement and expansion from previous year.		6/1/2024	6/1/2024	Addition of seasonal staff and Park Corps has increased capacity to maintain and restore natural areas as well as the ability to support volunteer efforts in natural areas management. As more acreage of natural area is taken on as part of the Managed Natural Areas, there will likely be a need to re-evaluate staffing to accommodate maintenance.		
If additional resources are needed to meet restoration goals and objectives, make 2025 budget request for additional resources.		8/1/2024	8/1/2024	The need for additional seasonal staffing time has been identified. Due to budget restraints, the request for this additional staff time has been postponed to 2026.		
Implement changes to Conservation Corps (CCMI) focus as needed to increase focus on youth employment		9/1/2024	9/1/2024	Conservation Corps has moved to a new school year model with their youth programming to help retention and programming. Natural Resources participated in the MPRB Park Corps program to both increase our restoration capacity as well as provide opportunities for youth employment pathways.		

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Forestry Fiscal Year: 2023 Manager: Ralph Sievert			Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Forestry staff will solicit bids for the purchase of trees to be planted on boulevards and in parks. Using funding from the general fund budget and ARPA funds, 8000+ new and replacement trees will be planted with the intent of providing Green Minneapolis with the information needed to continue the sale of carbon credits.				6.7	Strategic Direction E - Tree Canopy	E
TASKS:	Target Date	Completion Date	Results			
Forestry staff meets to finalize the types, quantities and location of trees to be purchased. Because ARPA funds are being used, locations within City Green Zones are prioritized.	#####	1/1/2023	Forestry staff met and finalized types, quantities and locations of trees to be purchased.			
Forestry works with City Procurement to solicit bids for tree purchase.	1/1/2023	2/1/2023	Forestry worked with City Procurement to solicit bids for tree purchase.			
A Board Resolution allowing the purchase of trees is submitted to the MPRB for approval.	2/1/2023	3/1/2023	Board Resolution 2023-1 was submitted and approved by the MPRB.			
Following receipt of bids from City Procurement, bids are analyzed and orders are confirmed with commercial nurseries.	2/15/2023	2/15/2023	Bids for tree purchase were analyzed and orders were confirmed with commercial nurseries.			
Asset Management is contacted to assist with set up of Tree Distribution Site.	3/1/2023	3/1/2023	Asset Management was contacted and assisted with set up of Tree Distribution Site.			
Tree delivery from commercial nurseries begins.	3/15/2023	3/20/2023	Deliveries of trees from commercial nurseries began.			
Tree planting begins and work is recorded in computerized tree inventory.	4/1/2023	4/11/2023	Tree planting began after a delay due to a snow storm.			
Communications & Marketing is contacted regarding publicity for tree planting.	4/15/2023	6/16/2023	Communications & Marketing posts a news release encouraging watering of trees.			
Tree planting concludes.	6/10/2023	6/9/2023	Tree planting for spring 2023 concludes.			
Environmental Management is contacted to indicate the proper location of EBWG trees within the computerized tree inventory.	6/20/2023	6/20/2023	Environmental Management has been contacted to indicate the proper location of EBWG trees within the computerized tree inventory.			
Forestry staff reviews the spring planting season practices to see if improvements are warranted.	7/1/2023	8/1/2023	Forestry staff reviewed spring planting practices for possible improvements.			
With the conclusion of tree removals for the calendar year, Forestry staff reviews the number of removals compared to the total trees planted. Completing this task helps determine if the department is on target to meet the Performance Goal.	12/1/2023	12/21/2023	Forestry staff reviewed the number of tree removals as well as the number planted. In 2023 there were approximately 9600 trees planted and 6300 removed.			

Minneapolis Park and Recreation Board					
2024 Budget Action					
Department: Forestry		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year: 2024					
Manager: Ralph Sievert					
		Date of Last Revision: 9/30/2024			
ACTION:					
The ability to plan for future boulevard and park tree planting will benefit from maximizing the recorded vacant planting locations in the computerized tree inventory system. Recording vacant planting locations will entail training Forestry's 12 Tree Inspectors on the best ways to recognize vacant planting locations within the constraints of an urban environment.				6. 7	Strategic Direction E - Tree Canopy
TASKS:		Target Date	Completion Date	Results	
A meeting is held with Tree Inspectors to inform them that recording vacant planting locations will be an area of focus throughout the year. Tree Inspectors will be encouraged to provide input on how best to approach this task.		1/15/2024		The promotional positions of Tree Inspector have not been finalized. The job description and pay steps have been completed and provided to Local 363. Once Local 363 signs off the positions can be posted, interviews held and selections made. Until then it is not possible to move forward.	
Forestry leadership team meets to plan training of Tree Inspectors on the best ways to recognize planting locations for recording in computerized inventory system.		2/1/2024			
Knowing that the ARPA funds will have been utilized by the end of 2024, additional funds beyond the general fund budget will likely be required to fund the quantity of trees needed to accomplish the performance goal. Assuming that the carbon offset program partnership with Green Minneapolis has yielded revenue in previous years, there will be a determination to see if this revenue can be directed towards tree purchase in 2025.		2/15/2024			
Training is held with Tree Inspectors to provide information on the best ways to recognize planting locations.		3/1/2024			
Tree Inspectors begin the systematic process of recording planting locations.		3/15/2024			
A mid-season meeting is held with Tree Inspectors to check on the progress of recording vacant planting locations.		7/15/2024			
With 2024 being the second and final year of ARPA funds being used to supplement the cost of purchasing trees, Forestry will submit a 2025 budget request to increase the funds for tree purchase. This will be needed to accomplish the Performance Goal.		8/15/2024			
A meeting is held with Tree Inspectors to determine if the process of recording vacant planting sites has been completed or if additional time is required.		11/15/2024			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: D&PM		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan	
Fiscal Year: 2023						
Manager: C. Swenson	Date of Last Revision: 9/30/2024					
ACTION:						
Assess parkway pavement program to determine its logical limits under current funding, determine acceptable overall pavement condition index (PCI) and frame options for expansion of current parkway pavement program targeting pavement reconstruction and sealcoating to maintain a desired overall PCI.				3.16	Strategic Direction D - Parkway Pavement	N/A
TASKS:	Target Date	Completion Date	Results			
Review current funding to determine maximum annual pavement program.	3/1/2023	3/1/2023	Deteremined amount and sought board action to request funding from the City of Minneapolis.			
Determine an overall acceptable target PCI for parkway system as a whole and minimum acceptable PCI for segments of the parkway system.	4/1/2023	5/24/2023	PCIs determined.			
Review current methods of parkway renewal. Determine optimal parkway pavement program standards for construction.	6/1/2023	6/1/2023	Worked with City staff to determine pavement standards. Work on the task will continue.			
Prepare options for increasing pavement reconstruction and sealcoating, including estimated costs. Compare options to thresholds for a sustained overall PCI.	2/15/2024	6/1/2023	Completed			
Review initial steps toward a parkway pavement renewal program with Executive Team and, if determined to be necessary, with Board of Commissioners.	3/15/2024	6/1/2023	Completed			

Minneapolis Park and Recreation Board 2024 Budget Action							
Department: D&PM		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan		
Fiscal Year: 2024							
Manager: C. Swenson							
Date of Last Revision:		9/30/2024					
ACTION:							
Determine most appropriate scenario for expansion of parkway pavement program and incorporate program expansion into 2025 budget. Establish program cost boundaries, metrics for project selection, and justification for program expansion.				3.16		Strategic Direction D - Parkway Pavement	N/A
TASKS:		Target Date	Completion Date	Results			
Select the optimal parkway pavement program for further development.		2/1/2024	3/11/2024	3-year parkway paving plan developed.			
Determine program costs and metrics for project selection. Outline benefits of an expanded parkway pavement program. Frame justification for additional expense related to program implementation.		5/1/2024	5/1/2024				
Review preferred program direction with Executive Team and make modifications as directed.		6/1/2024	6/1/2024				
Establish parameters for 2025 in a pilot parkway pavement program.		8/1/2024					
Incorporate pilot program into 2025 Budget.		9/1/2024					

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Strategic Planning Fiscal Year: 2023 Manager: Adam Arvidson			Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Create and implement processes leading to three subsequent years of targeted asset lifespan compliance, while increasing the percentage of major assets within lifespan to at least 55% of all major assets.				1.22	Strategic Direction D – Assets	N/A
TASKS:		Target Date	Completion Date	Results		
Document asset lifespan compliance by asset type and geography, using equity metric data.		2/1/2023	7/19/2023	Asset classes were analyzed and adjusted to ensure that the expected longevity metrics were accurate with industry standards. Each asset in the system had data validation to ensure the year-built data is accurate. Results show 336/643 (52.2%) of assets are within lifespan.		
Host an interdepartmental workshop to review disaggregated data and to document current and future asset lifespan projections. Develop new strategies for accelerating lifespan compliance through the CIP, rehabilitation funding, and other means.		3/1/2023	9/30/2023	Hosted an interdepartmental meeting to discuss the disaggregated, data, look at the findings by asset class. Results showed that fields and ball diamonds have the highest percentage of out of lifespan assets. 2024 Budget includes a \$200,000/year dedicated rehab fund for fields as a result of the work on this budget action.		
Review annual progress through equity metric update.		8/1/2023	9/30/2023	Longevity metrics were updated for the 2023 equity metrics and will be utilized in 2024.		
Update Budget Actions for 2024, 2025, and 2026 based on findings from 2023 annual review.		8/1/2023	9/30/2023	As a result of the adopted budget and the new Athletic Fields and Diamonds Fund, Asset Management and Planning are identifying the best candidates for rehab dollars in 2024.		

Minneapolis Park and Recreation Board 2024 Budget Action				
Department:	Planning Division		Priority	Strategic Direction &
Fiscal Year:	2024		Comprehensive Plan	Performance Goal (if
Manager:	Adam Arvidson	Date of Last Revision:	9/30/2024	Strategy:
ACTION:				
Increase the percentage of major assets within lifespan to at least 57% of all major assets.			1.22	Strategic Direction D – Assets
				N/A
TASKS:	Target Date	Completion Date	Results	
Review annual progress through equity metric update.	8/1/2024	10/1/2024	2024 numbers have been finalized as of 10/1/2024. Q4 task is to completely update the 2023 numbers on longevity across the 5 major assets and provide an annual update by asset class type	
Update Budget Actions for 2025 and 2026 based on findings from 2024 annual review.	8/1/2024	8/1/2024	Complete. No updates necessary.	
Submit budget request, if necessary, to ensure progress toward goal.	8/1/2024	8/1/2024	Investment in athletic fields and diamonds retained in CIP Rehabilitation funds. Additional funds proposed in 2027 as result of shift for North Commons funding.	

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Strategic Planning			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2023					
Manager:		Adam Arvidson					
Date of Last Revision:		9/30/2024					
ACTION:							
Create and implement processes leading to three subsequent years of aggressive implementation of resiliency projects.					3. 6	Strategic Direction A - Resiliency in Master Plans	N/A
TASKS:		Target Date	Completion Date	Results			
Update Master Plan/Ecological System Plan Tracker to identify resiliency projects		2/1/2023	1/1/2023	Complete.			
Work with Plan Champions to identify implementation pathways for master plan resiliency projects and create a 3-year implementation project list		5/1/2023	5/11/2023	Substantially complete. Resiliency-focused Plan Champion workshop held and summarized, with new implementation pathways documented. Specific 3-year implementation project list underway.			
Work with other Division/Department representatives responsible for Ecological System Plan items in creating a 3-year implementation project list		7/1/2023		Underway. Interdepartmental meetings took place between January and March, 2024. Ongoing group will convene to strategize implementation priorities and pathways. New Completion date 6/30/2024.			
Modify and create more specificity within 2024, 2025, and 2026 Budget Actions, based on completion of 2023 Budget Action		10/1/2023	12/19/2023	Overall resiliency advancement percentage at year-end is 17.8% (includes following categories: completed, partially completed, in progress, and ongoing with completed activities). Recently adopted Hiawatha golf and Cedar-Isles are not included in the overall total and will likely reduce this percentage in 2024.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Strategic Planning		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan	
Fiscal Year: 2024						
Manager: Adam Arvidson						
		Date of Last Revision: 9/30/2024				
ACTION:						
Implement/complete at least 3% of identified resiliency projects.				3. 6	Strategic Direction A - Resiliency in Master Plans	N/A
TASKS:		Target Date	Completion Date	Results		
Perform mid-year progress review, including Master Plan/Ecological System Plan Tracker updates and coordination meetings with Plan Champions and communication with Department Directors responsible for Ecological System Plan recommendations.		6/1/2024	8/1/2024	Work continues to progress with internall staff to create a standing Ecological System Plan Implementation Work Group, which will help accelerate daily practices and systems change around climate resiliency. As to overall reporting, through regular check-ins with Plan Champions, there is an understanding that work is moving forward. In reality, a mid-year check-in just 5 months after year-end will not demonstrate any tangible progress. We can better use limited staff resources to keep working forward and focus on updating 2025 and 2026 budget actions, and on year-end reporting.		
Modify 2025 and 2026 Budget Actions, based on projected completion of 2024 Budget Action.		8/1/2024	8/1/2024	Complete. No revisions necessary.		
Update Tracker and generate list of completed resiliency projects.		12/1/2024				

Minneapolis Park and Recreation Board

2023 Budget Action

Department: Strategic Planning Fiscal Year: 2023 Manager: Adam Arvidson				Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:							
Create a research summary and cost estimates of GIS/Phone/Travel analysis techniques, in comparison to existing manual counting, that can be used to create baseline data on park access.					4. 8	Strategic Direction A - Transit/Park Access	N/A
TASKS:		Target Date	Completion Date	Results			
Utilize Planning research assistant program to perform research on digital options for park access analysis, including coordination with Met Council's work with StreetLight		7/1/2023	7/14/2023	Research on digital options is complete with a summary of pros and cons for different potential options. Departmental conversation held.			
Utilize Data Insights Team and Planning research assistant program to comprehensively evaluate manual count techniques currently in use, including Met Council Regional Park Counts and counts performed by Recreation staff.		7/1/2023	7/20/2023	Research related to existing manual techniques is complete.			
Determine optimal tool for park access analysis		8/1/2023	7/20/2023	Determined the optimal tool type would be a digital option and there at least a few different companies that could potentially fulfill the needs.			
Submit budget request to fund recommended park access analysis tool.		8/1/2023	9/30/2023	Complete. In conversations with IT, there's funding available in the 2023 budget to fund the estimated cost for piloting a park access analysis tool. Currently working with IT to determine which company to pilot with. No budget request necessary for 2024 budget.			
Modify and adjust 2024 Budget Action depending on likely outcome of 2024 budget cycle		12/1/2023	9/30/2023	No modifications necessary.			

Minneapolis Park and Recreation Board 2024 Budget Action					
Department: Strategic Planning		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year: 2024					
Manager: Adam Arvidson		Date of Last Revision: 9/30/2024			
ACTION:					
Contract for park access analysis assistance, based on findings of 2023 Budget Action, and initiate pilot data collection.				4. 8	Strategic Direction A - Transit/Park Access
					N/A
TASKS:	Target Date	Completion Date	Results		
Contract with service provider, including issuance of RFP if necessary	4/1/2024	12/31/2023	Complete.		
Initiate data collection/generation, including development of parameters and standards	4/1/2024	8/15/2024	Data was purchased, reviewed, and evaluated for further use. Results from this initial purchase led the project team to explore other data options. In exploring other options, the team found a data source that's an annual subscription that includes access to a number of years worth of data. Purchasing a subscription will require additional funding. A budget request was submitted as part of the organizational budget process for 2025/2026.		
Analyze data and develop methodologies for ongoing collection	6/1/2024		Data that was initially purchased was analyzed and it was determined that exploring other data options would be advantageous. In exploring other options, the team found a data source that's an annual subscription that includes access to a number of years worth of data. Purchasing a subscription will require additional funding. A budget request was submitted as part of the organizational budget process for 2025/2026. Expected completion is pending the advancement of a budget request for a data subscription. If a request were to be approved, expected completion would be 4/1/2025.		
Determine funding source for ongoing data collection and submit budget request, if applicable	8/1/2024	10/1/2024	A budget request was submitted by IT as part of the organizational budget process for Transportation Data Analytic Service for 2025. With this funding, a number of years worth of data would become available to analyze for many of the items listed in the performance goal.		
Modify and adjust 2025 Budget Action depending on findings of 2024 Budget Action	12/1/2024				

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Strategic Planning Fiscal Year: 2023 Manager: Adam Arvidson			Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Create and implement processes leading to three subsequent years of aggressive implementation of master plan projects, while increasing the percentage of policy items advanced to at least 12% of all policy items.				4. 1	Strategic Direction D - Master Plan Implementation	B
TASKS:		Target Date	Completion Date	Results		
Host a Plan Champions workshop to strategize and identify implementation pathways for policy items within and outside of MPRB CIP, develop a general work plan for long- and short-term implementations.		2/1/2023	4/13/2023	Complete. First workshop held and second scheduled. Will continue to refine work plans throughout 2023 with additional quarterly tracker updates and periodic workshops.		
Develop clear and consistent communication and implementation plans for types of implementations occurring in other Departments and Divisions, such as the courts rehabilitation program and natural resource enhancement projects.		2/1/2023	4/30/2023	Complete. New systems developed for inter-departmental communications. These are being incorporated into tracking by Plan Champions throughout the year.		
Modify and create more specificity within 2024, 2025, and 2026 Budget Actions, based on completion of 2023 Budget Action		8/1/2023	12/19/2023	Percentage of completion for 2023 verified. No budget action modification is yet proposed. (See below.)		
Update Tracker and generate list of policy items advanced		12/1/2023	12/19/2023	Overall advancement percentage at year-end is 27.8% (includes following categories: completed, partially completed, in progress, and ongoing with completed activities). Recently adopted Hiawatha golf and Cedar-Isles are not included in the overall total and will likely reduce this percentage in 2024. List of completed items will be provided along with this budget action report.		

Minneapolis Park and Recreation Board 2024 Budget Action							
Department:		Strategic Planning			Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Fiscal Year:		2024					
Manager:		Adam Arvidson					
		Date of Last Revision:		9/30/2024			
ACTION:							
Increase the percentage of policy items advanced to at least 16% of all policy items.					4. 1	Strategic Direction D - Master Plan Implementation	N/A
TASKS:		Target Date	Completion Date	Results			
Perform mid-year progress review, including Master Plan Tracker updates and coordination meetings with Plan Champions		6/1/2024	6/1/2024	Through regular check-ins with Plan Champions, there is an understanding that work is moving forward. In reality, a mid-year check-in just 5 months after year-end will not demonstrate any tangible progress. We can better use limited staff resources to keep working forward and focus on updating 2025 and 2026 budget actions, and on year-end reporting.			
Modify 2025 and 2026 Budget Actions, based on projected completion of 2024 Budget Action		8/1/2024	8/1/2024	Complete. No updates necessary.			
Update Tracker and generate list of policy items advanced		12/1/2024					

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Strategic Planning		Priority Comprehensive Plan		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan	
Fiscal Year: 2023						
Manager: Adam Arvidson		Date of Last Revision: COMPLETE		Strategy:		
ACTION:						
Identify specific carbon footprint reductions and develop more specific 3-year set of Budget Actions to accomplish the 25% reduction.				6. 9	Strategic Direction A - Carbon Footprint	N/A
TASKS:		Target Date	Completion Date	Results		
Evaluate available data, in coordination with multiple departments, and identify areas of carbon reduction, including scales of effort and cost.		5/1/2023	Underway	Data being shared and reviewed with multiple department stakeholders. Meeting will produce update on the status of past and current carbon reduction efforts as well as identifying next set of preferred strategies. New completion date May 2024.		
Initiate work on carbon reduction efforts that are no/low cost and limited effort, along with continuing ongoing carbon reduction work (lighting changeout, for example)		5/1/2023	4/7/2024	Complete. Signed MOU with Minnesota Energy Climate Corps to conduct whole building energy assesments on MPRB buildings. Audits beginning in April 2024. In addition, MPRB enrolled in a subscription program with Xcel Energy for 100% renewably-generated electricity in March 2024.		
Present findings of evaluation and classification of carbon reduction efforts to the Executive Team and Board of Commissioners		7/1/2023	3/20/2024	Complete. Executive Team in September 2023 and to the Board in March 2024.		
Revise Budget Actions for 2024, 2025, and 2026 with specific tasks for accomplishing the 25% reduction by 2026		8/1/2023	9/30/2023	Complete. No revisions necessary, due to likely inclusion of renewably sourced electricity. May require more significant Budget Action revision, and possibly overall Performance Goal revision, in conversation with Board of Commissioners.		
Submit budget requests, as applicable, for identified higher cost/higher effort carbon reduction efforts		8/1/2023	12/6/2023	Complete. Primary budget request was to add renewably sourced electricity program in the 2024 budget, which was "submitted" through overall agency budgeting, not a formal departmental request. Verifying this was in fact included.		

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Strategic Planning		Priority Comprehensive Plan Strategy:		Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan	
Fiscal Year: 2024						
Manager: Adam Arvidson		Date of Last Revision: 9/30/2024				
ACTION:						
Implement Phase 1 of carbon reduction as identified in Budget Action 2023.				6. 9	Strategic Direction A - Carbon Footprint	N/A
TASKS:		Target Date	Completion Date	Results		
Document progress on identified carbon reduction items		7/1/2024	7/1/2024	With approval by the board on April 10, 2024, MPRB's enrollment in Renewable*Connect through Xcel Energy is now providing 100% certified renewable electricity to all Park Board facilities.		
Revise Budget Actions for 2025 and 2026 as needed with additional or modified tasks for accomplishing the 25% reduction by 2026		8/1/2024	Underway	MPRB is conducting energy efficiency audits on public buildings in order to identify the most cost effective improvements that can be made in 2025 that will result in energy reductions. As of 9/30/24, 15 buildings have been completed.		
Submit budget requests, as applicable, for identified higher cost/higher effort carbon reduction efforts		8/1/2024	Underway	Begun a multi-departmental project to utilize energy management software to identify key buildings for capital or rehabilitation investments that will result in measurable improvements. Coordinating with Finance and Asset Management.		

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Athletics, Aquatics Golf & Ice Arenas Fiscal Year: 2023 Manager: Larry Umphrey			Date of Last Revision: COMPLETE	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Identify potential funding streams to leverage existing funding with grants, site-specific revenue generations, sponsorship, and public/private partnerships through an equity lens that increase revenue or decrease expenses in Enterprise Fund and Adult Athletic Operations.				9.6	Strategic Direction D	E
TASKS:		Target Date	Completion Date	Results		
Meet with staff to identify potential opportunities. These opportunities could include, but are not limited to - naming rights, sponsorships of golf holes or locker rooms, signage on ice arena ice sheets, scorecard or golf cart advertising, advertising in restrooms, expanded agreements with vendors for wedding and events, vendor agreements for food and beverage sales with adult sport leagues, expansion of alcohol service to adult sports, additional specialty facilities for adult sports such as curling, pickleball, or other opportunities.		3/1/2023	2/2/2023	Looked at scorecards, tee signs, and vendor agreements and are working towards some additional opportunities.		
Bring potential ideas and options to the Executive Team for any feedback.		5/31/2023	6/28/2023	Presented simulator information to Executive Team and doing more research for them.		
Work though any Organizational restrictions on sponsorships		9/1/2023	9/1/2023	Reviewed policies and procedures on sponsorships, naming, etc. Budget items submitted for potential Board Approval.		
Engage potential partners on options		12/31/2023	11/22/2023	Met with First Tee of Minnesota for potential large scale capital investment into golf course simulators, also have engaged two companies on advertising at Parade Ice Garden, and have sold advertising on the scoreboard.		

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Athletics, Aquatics Golf & Ice Arenas Fiscal Year: 2024 Manager: Jack Bartsh				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Date of Last Revision: 9/30/2024						
ACTION:						
Begin implementing and continue exploring alternate revenue and/or reduced expense items for Enterprise activities and Adult Athletic opportunities.				9.6	Strategic Direction D	E
TASKS:		Target Date	Completion Date	Results		
Explore options with partners on potential agreements		4/1/2024		Delayed due to staff transition. New Target Date 10/30/2024. Simulators have gone to bid. Working to meet a fall deadline. Received bids on outside logos at Parade Ice. Will take out ice and add before fall.		
Propose options to Executive Team and if needed bring items to The Board for approvals or Resolutions.		9/1/2024		Simulators will be installed 10/1/24.		
Develop contracts and/or agreements with partners, including the potential of issuing RFPs, if necessary		12/1/2024				

**Minneapolis Park and Recreation Board
2023 Budget Action**

Department: Youth and Recreation Center Programs Fiscal Year: 2023 Manager: Nicole Hernandez/Mimi Kalb				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Date of Last Revision: COMPLETE						
ACTION:						
Establish Project Advisory Committee and set specific requirements for defining capacity and measuring utilization of MPRB facilities for programming and athletics.				1. 19	Strategic Direction C – Capacity	E
TASKS:	Target Date	Completion Date	Results			
Kickoff meeting with Data Insights Team and Project Sponsors to review what facility data exists and create data definitions to inform facility utilization measurements.	4/1/2023	11/15/2023	Formed quality and standards task force who will update the recreation department standards and measurements manual which includes facility and field capacity.			
Convene pertinent staff in a Facility Capacity Project Advisory Committee (PAC) representing areas of programming centers and athletic facilities. Discuss data availability and begin to identify options for measuring facility capacity across the system.	6/1/2023	10/23/2023	Changed the format from Project Advisory Committee (PAC) to Standards and Quality task force who will develop process for measuring standards and capacity around programming centers and athletic facilities.			
Review ActiveNet Business Optimization Report to identify individual software configurations, limitations, and upgrades needed to support capacity and utilization measurements. Establish a timeline and responsibilities of PAC team to complete the list of needed actions before summer 2024.	9/15/2023	11/15/2023	During initial Quality and Standards task force meeting the overall responsibility for delivery and management of the budget action goal was discussed and timeline determined.			
Review and Update Budget Action Plan Tasks for 2024-2026.	10/15/2023	11/15/2023	During initial Quality and Standards task force meeting part of the agenda was to review budget action plan, discuss overall role of task force manager and members as well make adjustments to budget action plan as needed.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Youth and Recreation Center Programs Fiscal Year: 2024 Manager: Nicole Hernandez/Mimi Kalb				Date of Last Revision: 9/30/2024	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)
Racial Equity Action Plan						
ACTION:						
Create a database of all programming and athletic facilities and begin inputting preliminary data to test capacity and utilization measurements.					1. 19	Strategic Direction C – Capacity
E						
TASKS:	Target Date	Completion Date	Results			
Quality and Standards task force selects initial definitions and methods for measuring athletic facility and programming center facility capacities.	4/1/2024	3/5/2024	Quality and standards task force researched and reviewed previous recreation division standards and measurements manual to assist with setting a standard on how to measure athletic facility and programming centers capabilities/expectations.			
Quality and Standards Task Force ActiveNet Optimization tasks.	5/1/2024		By June 6th, the Quality and Standards task force will develop an updated standards and measurements manual that will help determine programming capacity based on center capacity and community demographics.			
Create a database of all programming centers and athletic facility spaces including data requirements to complete Quality and Standards task force capacity and utilization measurements.	7/15/2024		The communications task force will develop a checklist that will audit all recreation centers indoor/outdoor amenities to ensure information is posted accurately on the MPRB website and consistently across all 47 recreation centers. Update: The Quality and Standards task force drafted a set of program and event standards to help guide program expectations for recreation staff city-wide. They also developed a draft tool that helps determine program/field capacity based on activity at each recreation center.			
Quality and Standards task force meets to review final database for compiling capacity data and tracking facility utilization.	9/1/2024		New Target Date 12/06/24			
Test capacity and utilization measurements using summer 2024 programming data.	10/1/2024		New Target Date 12/20/24			
Review and Update Budget Action Plan Tasks for 2025-2026.	10/15/2024					

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Youth and Recreation Center Programs Fiscal Year: 2023 Manager: Nicole Hernandez/Mimi Kalb				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
ACTION:						
Launch initiative to assess existing enrollment collection methods, identify existing needs to build a departmental process for data collection alignment, research existing reporting options and identify gaps, establish timeline.				1.4	Strategic Direction C – Enrollment	E
TASKS:	Target Date	Completion Date	Results			
Coordinate meetings with internal stakeholders to review park profile collection to date and assess software collection and reporting capabilities	2/1/2023	11/9/2023	The standards and quality task force met and discussed ActiveNet standards on tracking attendance and how park profiles can be used more efficiently.			
Establish an Standards and Quality Task Force	3/1/2023	10/23/2023	The standards and quality task force was created to assist with developing standards for the recreation division city-wide around attendance tracking and continuous improvement of program quality outcomes.			
Coordinate ActiveNet internal focus group who will inventory and assess various enrollment methods being used in rec centers and vet best practices	6/1/2023	5/22/2023	A group of recreation staff as well as representation from the data analytics team met and reviewed/assessed various enrollment methods and proposed standards that potentially could be used when ActiveNet 2.0 is launched.			
Research best practices of collecting enrollment and re-enrollment data from other urban park and recreation organizations.	9/1/2023					
Fine tune what questions need to be answered (eg - Do we include new customers/contacts?)	9/1/2023					
Continue park data profile evolution - assess that profiles contain necessary data sets and necessary training for recreation center staff to understand process, and working with managers on accountability and goal setting	11/1/2023	3/29/2023	Due to the enhancement of ActiveNet 2.0, recreation is currently working with the Data Insights Team on park profile data collection to ensure proper information is collected and entered during the registration process so data is accurately represented on park profiles.			
Work with Standards and Quality Task Force on ActiveNet 2.0 in order to assure data collection for registered participants improvements are optimized and rolled out to recreation staff	12/1/2023	1/2/2024	An email went out to all MPRB programmers on 1/4/24 informing staff of the new data collection process for registered participants. The email also provided training tools as well as a training video.			

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Youth and Recreation Center Programs Fiscal Year: 2024 Manager: Nicole Hernandez/Mimi Kalb				Date of Last Revision: 9/30/2024	Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable) Racial Equity Action Plan
ACTION:						
Design, build, and test enrollment collection tools and reports, along with expectations, standards, analysis and training instructions.				1.4	Strategic Direction C – Enrollment	E
TASKS:	Target Date	Completion Date	Results			
Standards and Quality task force will debrief on first quarter of data collection for registered program participants. Discuss successes, challenges and areas for improvement in second quarter.	5/1/2024	1/22/2024	Standards and quality task force assisted with developing a process for tracking data on registered participants. The Task Force also created a training video on how to track attendance.			
Coordinate program quality improvement team who will be trained on the YPOA assessment tool and assist with program quality improvements in a variety of programs within recreation.	9/1/2024	4/12/2024	Developed a quality team in January 2024 who participated in M3 (Making Meaning with Multiple Data Sets). Following the training we scheduled a debrief on Friday, April 12th to discuss what data is currently being collected in recreation, how is the data used and where potentially can the data be stored. The quality team will meet monthly to develop a quality improvement plan.			
Research best practices of collecting drop-in participant data from other urban park and recreation organizations.	11/1/2024		New target date 11/22/24			
Determine how data will be collected, reported and stored for continual program quality improvement.	11/1/2024		New target date 11/22/24			
Finalize data collection methods and reports based on best practices and compatibility with software.	12/1/2024					

Minneapolis Park and Recreation Board 2024 Budget Action						
Department: Youth and Recreation Center Programs Fiscal Year: 2024 Manager: Mimi Kalb				Priority Comprehensive Plan Strategy:	Strategic Direction & Performance Goal (if applicable)	Racial Equity Action Plan
Date of Last Revision: 9/30/2024						
ACTION:						
Identify a Citywide needs based free and reduced cost programming strategy for the Minneapolis Parks to replace the three current programs (Fee Assistance, Scholarship, Free Youth Programs and Free Rec Plus sites). The strategy should not add barriers beyond the standard registration process and should consider applying to Minneapolis residents of all ages. Based on the strategy, develop a policy and procedure recommendation for participation and metrics for determining efficacy of the program to serve residents’ needs.				9.1	Strategic Direction C – Enrollment	N/A
TASKS:	Target Date	Completion Date	Results			
Determine work team and stakeholders	12/31/2023	4/5/2024	Created a Free Program Task Force that includes representation from (communication, environmental ed, data analytics and recreation).			
Meet with internal stakeholders	1/31/2024	4/18/2024	The free program has met two times (April 18th and April 23rd) to discuss overall goals, budget action, timeline and next steps.			
Research other similar organizations for examples	2/29/2024	6/13/2024	Steve Alexander from Minneapolis Community Education came and spoke to our Free Program Task force and discussed how MPS Community Education has implemented their sliding fee scale as well as other resources.			
Develop the strategy and present to the Executive Team	4/30/2024		New target date 11/18/24			
Determine the budgetary impact to the organization for implementing changes	6/30/2024		New target date 11/15/24			
Propose new strategy and budget impacts to commissioners	7/31/2024		New target date 12/4/24			
Update strategy based on commissioner input	8/31/2024		New target date 12/13/24			
Incorporate program needs into the 2025 draft budget	9/30/2024					



TO: Minneapolis Park and Recreation Board

FROM: Jason Ohotto, Park Police Chief

DATE: December 4, 2024

SUBJECT: PARK POLICE BODY WORN CAMERA BIENNIAL AUDIT REPORT

BACKGROUND

Minnesota Statute 13.825 requires all law enforcement agencies with body-worn cameras to undergo an independent biennial audit. The MPRB Park Police Department was recently audited in a process authorized by the City of Minneapolis Audit Committee and was facilitated by the City of Minneapolis Internal Audit Department. The report of findings is Attachment A.

In summary, the MPRB Park Police Department's body-worn camera program complies with all laws and requirements.

This item supports the following goals and strategies in Parks for All, the MPRB Comprehensive Plan 2021-2036.

Goal:

07. Connect through communications and technology

Strategy:

14. Clearly communicate the reasons behind safety, operational, partnership, technical and budgetary decisions.

Attachments:

1. Attachment A - 2024 MPRB Park Police Body Worn Camera Audit Report

November 14, 2024

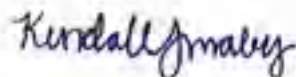
Sen. Bonnie Westlin, Chair
Legislative Commission on Data Practices
Minnesota Senate Building
95 University Ave W, Room 3403
St. Paul, MN 55155

Rep. Jamie Becker-Finn, Vice Chair
Legislative Commission on Data Practices
559 State Office Building
St Paul, MN 55155

Sally Olson, Commission Administrator
Legislative Commission on Data Practices
72 State Office Building
100 Rev. Dr. Martin Luther King, Jr. Blvd.
St. Paul, MN 55155

Enclosed please find the 2024 Minneapolis Park Police Biennial Body Worn Camera (BWC) Audit Report from the period January 1, 2022 to December 31, 2023.

Sincerely,



Kendall Smaby
City Clerk's Office

cc: Legislative Reference Library, refdesk@lrl.leg.mn
Siddhartha Poudyal, Interim City Auditor

Enclosures: Park Police Body Worn Camera Audit Report
Certificate of Audit Summary Report by Governing Body

CERTIFICATE OF AUDIT SUMMARY REPORT

BY GOVERNING BODY

(Pursuant to Minnesota Statute 13.825, subd. 9)

STATE OF MINNESOTA

County of Hennepin

TO THE LEGISLATIVE COORDINATING COMMISSION SUBCOMMITTEE ON DATA PRACTICES (FORMERLY LEGISLATIVE COMMISSION ON DATA PRACTICES AND PERSONAL DATA PRIVACY):

PLEASE TAKE NOTICE, That the undersigned chief clerical officer of the City of Minneapolis DOES HEREBY CERTIFY, that in compliance with the provisions of Minnesota Statute 13.825, portable recording systems, the City Auditor's Office conducted an audit of the Minneapolis Park & Recreation Board Police Department Body Worn Camera Audit system to ensure compliance with state laws in accordance with Minnesota Statute 13.825, and was presented to the City Audit Committee on October 28, 2024, and published on October 28, 2024. The scope of the audit covers January 1, 2022, to December 31, 2023.

A copy of the Minneapolis Park & Recreation Board Police Department Body Worn Camera Audit Report is hereto annexed and made a part of this certificate by reference.



Signed:


Casey Joe Carl, City Clerk
City of Minneapolis
(Official designation of officer)



2024 Minneapolis Park Police Biennial Body Worn Camera (BWC) Audit



City of Minneapolis
Audit Division
Office of City Auditor
October 28, 2024

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Executive Summary

The main objective of the 2024 Minneapolis Park Police Biennial Body Worn Camera (BWC) Audit is to determine whether the Minneapolis Park Police Department (MPPD) is compliant with Minnesota Statutes including:

- MN State Statute 13.825
- MN State Statute 626.553 Subd 2
- MN State Statute 609.02 Subd 7(a)
- MN State Statute 13.82 Subd 17(a)
- MN State Statute 13.82 Subd 7
- MN State Statute 13.43 Subd 2(5)
- MN State Statute 138.17
- MN State Statute 13.05
- MN State Statute 626.8473
- MN State Statute 13.08
- MN State Statute 13.055
- Minneapolis Park Police Department BWC Written Policy and Procedure

Based on the findings by City of Minneapolis City Auditor's Office Audit Division, it has been determined that the MPPD is compliant with the relevant Minnesota State Statutes concerning the use of Body-Worn Cameras (BWC). This conclusion is based on a comprehensive assessment of policy, data handling practices, and operational procedures.

While the Department demonstrates adherence to statutory requirements, Audit identified areas for improvement to be aligned with best practices. These observations and recommendations are outlined in the subsequent sections of this report.

Audit Scope and Approach

As part of our risk-based Community Safety Audit Plan approved by the Audit Committee, the Audit Division (Audit) of the City of Minneapolis Office of the City Auditor conducted a review of the Minneapolis Park Police Department's Body Worn Camera processes. The objective of this engagement was to audit compliance with Body Worn Camera laws and regulations, and review relevant policies, procedures, and security controls, as required by the State of Minnesota Statute 13.825.

According to Minnesota statute 13.825, subd. 9, law enforcement agencies using Body Worn Cameras must "arrange for an independent, biennial audit of the records to determine whether the data currently in the records are classified, how the data are used, whether they are destroyed as required under this section, and to verify appropriate access."

For this engagement, Audit did not utilize a third party to conduct the Audit and instead brought the work back to the City, employing one Community Safety Auditor and one Senior Internal Auditor to conduct the body worn camera viewing and IT portions of the audit respectively. The audit scope period included a compliance assessment of the period from January 1, 2022, to December 31, 2023.

The scope included the following audit criteria:

- MN State Statute 13.825 (Portable Recording Systems)
- MN State Statute 626.553 Subd 2 (Discharge Firearm; Kill animal)
- MN State Statute 609.02 Subd 7(a) (Substantial Bodily Harm)
- MN State Statute 13.82 Subd 17(a) (Protection of identities)
- MN State Statute 13.82 Subd 7 (Criminal Investigative Data)
- MN State Statute 13.43 Subd 2(5) (Public Data)
- MN State Statute 138.17 (Government Records; Administration)
- MN State Statute 13.05 (Data Protection)
- MN State Statute 626.8473 (Portable Recording Systems Adoption; Written Policy Required)
- MN State Statute 13.08 (Civil Remedies)
- MN State Statute 13.055 (Disclosure of Breach in Security)
- Minneapolis Park Police Department BWC Written Procedures

These criteria were evaluated to determine whether:

- Data are collected, classified, and used as defined by Mn Statute 13.825 Subd 2.
- BWC data are retained as defined by 13.825 Subd 3.
- BWC data access is limited in compliance with 13.825 Subd 4.
- The inventory of BWC is maintained in compliance with 13.825 Subd 5.
 - Total number of devices
 - Daily total number of recordings
 - Aggregate number of recordings
- Only agency issued BWC can be used to document officer activities in compliance with 13.825 Subd 6
- Written procedures must be in place to authorize access to non-public recordings via 13.825 Subd 7.
- BWC Data are shared with other law enforcement agencies as mandated by 13.825 Subd 8
- Proper notification to the Bureau of Criminal Apprehension within 10 days of obtaining new surveillance technology occurs in compliance with 13.825 Subd 10
- BWC vendors comply with United States Federal Bureau of Investigation Criminal Justice Information Services Division security policies in compliance with 13.825 Subd 11
- Minneapolis Park Police Department Personnel are adhering to the policies and procedures that are defined for BWC operation.

Audit met with Minneapolis Park Police Department leadership to gain information and understanding about the workings of the Body Worn Camera Program, received documentation from the Minneapolis Park Police Department as well as Axon, and was granted direct access to Axon's Evidence.com for independent review of body worn camera video and associated data.

Results and Observations

As noted in the Executive Summary, Audit has determined that the Minneapolis Park Police Department is compliant with Minnesota State Statute based on Audit's observations and review of policy, data handling practices, and operational procedures.

Training

Officers receive initial body worn camera training through the Minneapolis Police Academy, and Minneapolis Park Police Department Officers receive annual in-service training alongside the Minneapolis Police Department, including refresher training on Body Worn Camera policy and procedure. Changes and updates to policy are addressed as they happen through roll call training sessions with officers.

Policy

The Minneapolis Park Police Department Body Worn Camera Policy is based upon the Minneapolis Police Department's Body Worn Camera Policy and is updated when changes are made to the Minneapolis Police Department's Body Worn Camera Policy. Adjustments are made as needed to accommodate the specific needs and circumstances of the Minneapolis Park Police Department.

Data Retention, Redaction, and Deletion

Body worn camera data is not stored on City systems and is housed entirely within the Axon Evidence.com third-party system. Body worn camera video and data is only able to be downloaded by users with Admin access, and is done so sparingly, typically only when required by a data request. Redaction of video is handled solely by the Lieutenant in charge of the Body Worn Camera Program. Deletion of body worn camera video is conducted automatically by the Axon Evidence.com system.

Best Practices

In addition to standard compliance, Audit has chosen to highlight several best practices that better indicate the Minneapolis Park Police Department's commitment to a successful Body Worn Camera program:

- MPPD Sergeants regularly pull reports listing uncategorized body worn camera videos and proactively work to ensure they are appropriately categorized by officers in a timely manner. For the review period of January 1, 2022 to December 31st, 2023, Audit noted only six (6) uncategorized body worn camera videos.
- Lieutenants who oversee the Body Worn Camera program are automatically notified via email of body worn camera videos that are slated for automatic deletion, and vet the report to ensure that videos slated for deletion are being deleted appropriately and according to retention schedules.
- Quarterly reviews for each user are conducted by the user's direct supervisor. Reviews include a random selection of each user's BWC videos and a separate random selection of each user's PIMS cases, with evaluation entailing an end-to-end review of all aspects of each involved interaction to ensure quality and compliance.

Recommendations

Audit has determined that the Minneapolis Park Police Department is compliant with the relevant Minnesota State Statutes concerning the use of Body-Worn Cameras. Audit appreciates the efforts the Minneapolis Park Police Department have made to adhere to statute and maintain a robust Body Worn Camera program. Based on the results and observations above, Audit puts forth the following recommendations for improvements to bring the Minneapolis Park Police Department further in alignment with best practices:

1. BWC Categorization

BWC Categorization is broadly compliant with Minnesota State Statute. Most videos observed were classified correctly, and the few that were located in incorrect categories appeared to have been the result of a potentially confusing category name or user error in choosing the category above or below the correct category from the drop-down menu. Audit observed that three categories contained some BWC videos which appeared to have been mistakenly placed within an incorrect category:

- I. Background/Non-Evidence Invst. Recording,
- II. Non-BWC Data
- III. Significant Event.

Recommendation:

- Audit Division recommends that the Minneapolis Park Police Department consider renaming the “Background/Non-Evidence Invst. Recording” category to avoid including “Non-Evidence.”

2. Independent Third-Party Assessment Report Review

Audit reviewed the SOC 2 and SOC 3 Independent Assessment Reports provided by Axon. The SOC 2 report includes detailed information on the effectiveness of controls related to security, availability, processing integrity, confidentiality, and privacy. It is intended for those with a deeper understanding of the internal workings of these controls. In contrast, the SOC 3 report offers a general overview of these same controls, providing public assurance of the service provider's security and operational integrity but without the same level of technical detail. The audit noted that while the SOC 2 and SOC 3 reports are available, neither has been recently reviewed by the Minneapolis Park Police Department staff. Regularly reviewing these reports is critical to maintaining assurance over the service provider's control environment and addressing any changes that could impact security, availability, or privacy.

Recommendation:

- Establish a process for regularly reviewing and documenting the SOC 2 and SOC 3 Independent Assessment Reports.

3. Third-Party Personal Identifiable Information (PII) Security Review

During our review of the Personal Identifiable Information (PII) Assessment provided by the MPRB IT Director, MPRB has acknowledged the presence of PII housed outside of the City Enterprise in the Axon system.

Recommendations:

- Update the security assessment to include a detailed review of access control measures, risk management, and compliance with data minimization practices.
- Implement audit and monitoring practices, including logging controls, to track access to PII and ensure timely alerts for suspicious activities.
- Establish and document secure data retention and disposal procedures.
- Conduct security assessments for third-party systems and ensure compliance with internal and statutory security standards.
- Develop and maintain a data classification scheme that goes beyond identifying the presence of PII.
 - Implement and regularly update incident response plans to handle potential data breaches.

4. Internal Procedure for Granting Access to Evidence.com

Audit reviewed procedures for granting user access to Evidence.com and analyzed a sample of active user accounts. Audit noted that the Minneapolis Park Police Department has a written policy for requesting and granting access to Evidence.com, however lacks documentation of the existing internal procedure outlining the specific steps to follow when granting access to Evidence.com.

Recommendation:

- Document the currently established internal procedures for granting access to Evidence.com. This documentation should include step-by-step instructions, approval workflows, criteria for different access levels, and be incorporated into regular policy reviews and updates to maintain accuracy and effectiveness.

Conclusion

Audit has determined that the Minneapolis Park Police Department is compliant with the relevant Minnesota State Statutes concerning the use of Body-Worn Cameras (BWC). This conclusion is based on a comprehensive assessment of the MPPD's policies, data handling practices, and operational procedures as described above.

Audit would like to thank the Minneapolis Park Police Department for the assistance and dedication they shared during this engagement. Their time, knowledge, expertise provided throughout this engagement is greatly appreciated. In particular, the Minneapolis Park Police Department's transparency and communication with Audit during this engagement was exemplary.

Contacts

Audit Team for this Engagement

Ryan Franson, Community Safety Auditor

Ella Kings, Senior Internal Auditor

Minneapolis Park Police Department Primary Contacts

Lieutenant Calvin Noble

Lieutenant Andrew Klein

Chief Jason Ohotto

Chad Lauber, IT Director, Minneapolis Park Board

Interim City Auditor

Siddhartha Poudyal, CIA

Office of City Auditor

Phone: (612) 673-5938

Email: CityAuditor@minneapolismn.gov

Website: <https://www2.minneapolismn.gov/government/departments/auditor/>

Addendum

As with the 2023 MPD Biennial BWC Audit, a BWC video viewing component was added to provide additional insight into pattern and practice, directly determine compliance in categorization, and share information with the Minneapolis Park Police Department regarding any instances of misconduct observed. As BWC video viewing is a new addition to this Audit, methodology is included below:

1. Pre-Evaluation Preparations

- a. Evaluator Background: The evaluation team has the required training and knowledge to perform testing. Ryan Franson has over 8 years of experience viewing, evaluating, analyzing, and researching Body Worn Camera (BWC) footage in the AXON system. He is a Certified Practitioner of Oversight and is Criminal Justice Information Services (CJIS) Certified.
- b. Ensure Secure Environment: Ryan Franson is CJIS Certified. BWC videos are viewed in a secure, private location solely by the Evaluation Team. Computers used to access video are issued by the City of Minneapolis and follow all IT specifications for security.
- c. Categorize Videos: Audit used the existing categorizations established by the Minneapolis Park Police Department for testing. See the Minneapolis Park Police Department Policy and Procedure Manual Section IV, pages 15-17, for description of the categories.

2. Footage Access and Review

- a. Random Sampling: Audit selected 10 BWC videos per category as chosen by a random number generator from .csv lists of all BWC videos ranging from January 1, 2022, to December 31, 2023.
- b. All recordings were reviewed in the following categories that had fewer than 10 recordings:
 - i. Police Discharge of a Firearm
 - ii. Protected
 - iii. Restricted (Admin)
 - iv. Use of Force – Substantial Bodily Harm
- c. Two categories did not contain any BWC videos:
 - i. Deadly Force
 - ii. Recruit Academy
- d. Incident Specific: Audit determined whether the BWC videos are classified in the appropriate category.

3. Evaluation Criteria

- a. Data Collection and Classification: Auditors ensured that the content of the video corresponds to the specified data collection criteria and is correctly classified per Minnesota Statute 13.825 Subd 2.
- b. Retention: Auditors checked the date of recording and compared it to the retention schedule to ensure compliance with 13.825 Subd 3.
- c. Access: Auditors ensured that any access logs or metadata associated with the video align with the stipulations in 13.825 Subd 4.
- d. Inventory Verification: Auditors matched video data with the inventory list to verify that the correct devices captured the footage, ensuring compliance with 13.825 Subd 5.
- e. Authorization for Non-Public Recordings: For videos that are non-public, auditors checked whether there are evidence or logs showing proper authorization per 13.825 Subd 7.

- f. Data Sharing: None of the videos tested were shared. Auditors checked the Axon system to note shared videos.

4. Quality and Integrity Checks

- a. Footage Quality: Auditors determined whether video and audio quality on the BWC videos were sufficient for understanding and interpretation.
- b. Tamper Checks: Auditors checked for any evidence of tampering.
- c. Timestamp: Auditors used PIMS and AXON to verify that the timestamp on the BWC videos is accurate.
- d. Geolocation: Audit used PIMS and AXON to verify that the geolocation details on the BWC videos are accurate.

5. Policy and Procedure Adherence

- a. Operational Adherence: Audit determined whether BWC videos have been categorized correctly by Minneapolis Park Police Department Officers.
- b. Public Interaction: Audit reported any instances of apparent misconduct to Minneapolis Park Police Department leadership.
 - i. No instances of apparent misconduct were observed over the course of this audit.

6. Documentation and Reporting

- a. Audit maintained an Excel Spreadsheet of all videos reviewed, including date, officer who made the recording, categorization, and any notable findings such as potential misconduct.
- b. Issues and Non-Compliance: Audit documented any instances of non-compliance or other issues identified during the review as described above.
 - i. No instances of apparent misconduct were observed over the course of this audit.
- c. Recommendations: Audit formed recommendations based solely on findings from this review.

7. Review and Feedback

- a. Subsequent to completion of the evaluation, results were shared with relevant stakeholders and presented at Audit Committee.



Minneapolis
Park & Recreation Board

Transmitted via email

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Northside Operations Center
4022 1/2 North Washington Avenue
Minneapolis, MN 55412-1742

Southside Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolisparks.org

October 23, 2024

Dear Interim City Auditor Siddhartha Poudyal,

We are pleased to learn that the City of Minneapolis City Auditor's Office Audit Division has determined that the Minneapolis Park Police Department is compliant with the relevant Minnesota State Statutes concerning the use of Body-Worn Cameras (BWC). Thank you for completing the required BWC Audit for the Minneapolis Park Police Department. Minneapolis Park and Recreation Board staff have been very complimentary of the audit process. We also appreciate the identification of Best Practices and Recommendations in the report. Staff are reviewing the recommendations and will develop a course of action to address these concerns, to the extent possible, prior to the next biennial audit.

Sincerely,

Jennifer B. Ringold
Deputy Superintendent

President
Meg Forney

Vice President
Cathy Abene, P.E.

Commissioners
Becky Alper
Billy Menz
Steffanie Musich
Tom Olsen
Charles Rucker
Elizabeth Shaffer
Becka Thompson

Superintendent
Al Bangoura

Secretary to the Board
Jennifer B. Ringold